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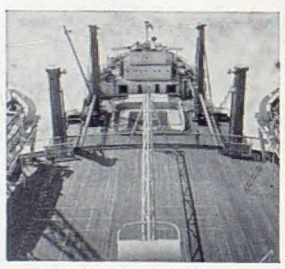

The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, drawing-room and library.

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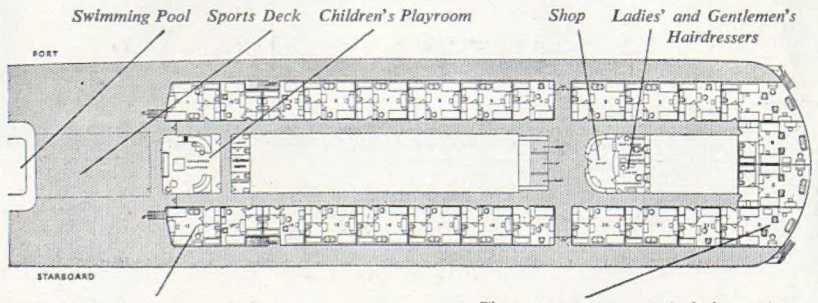

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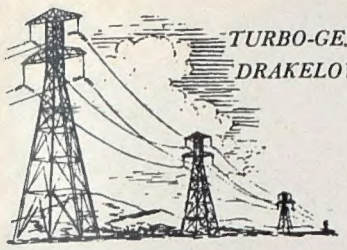

TURBO-GENERATOR DRAKELOW POWER STATION

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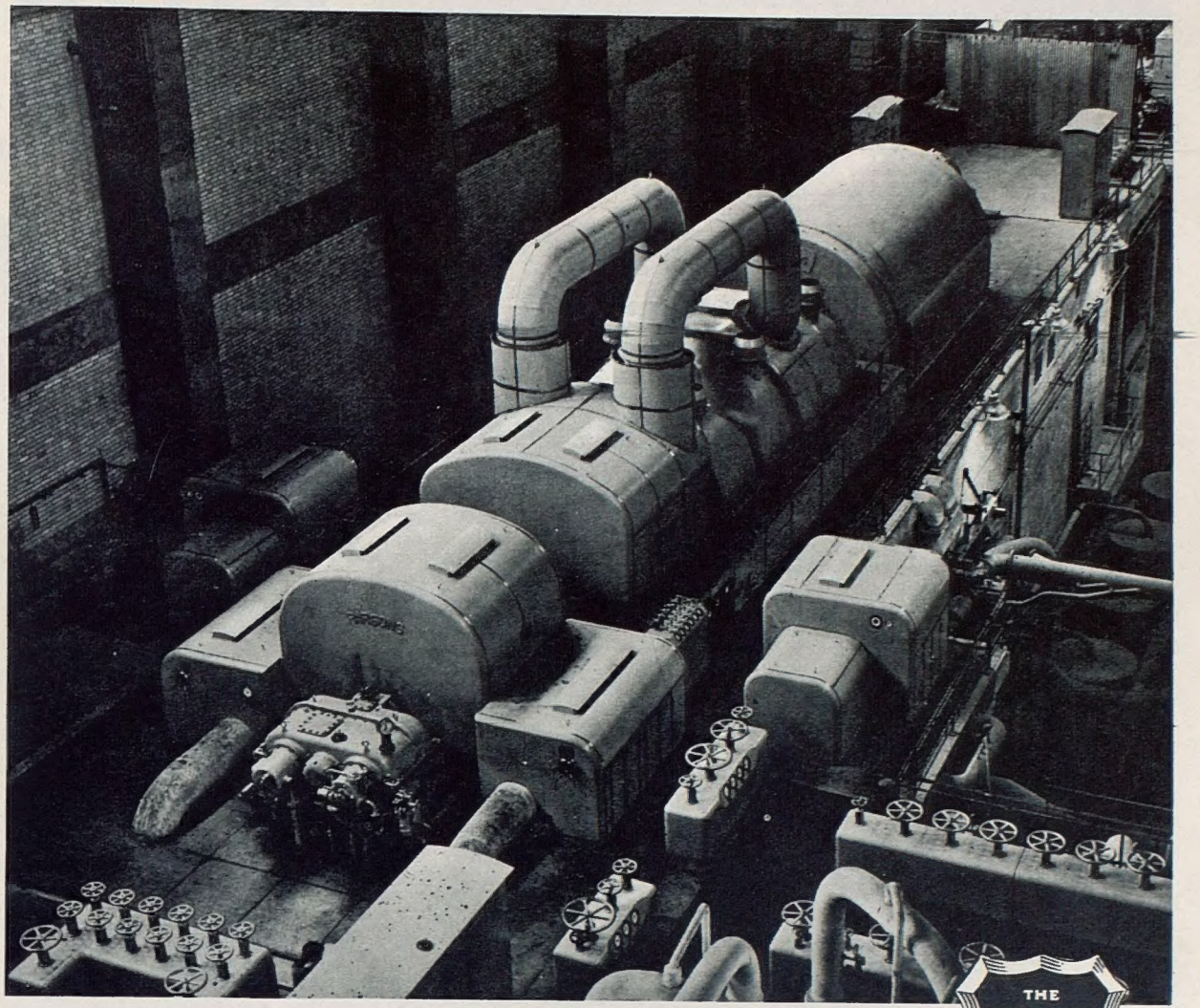

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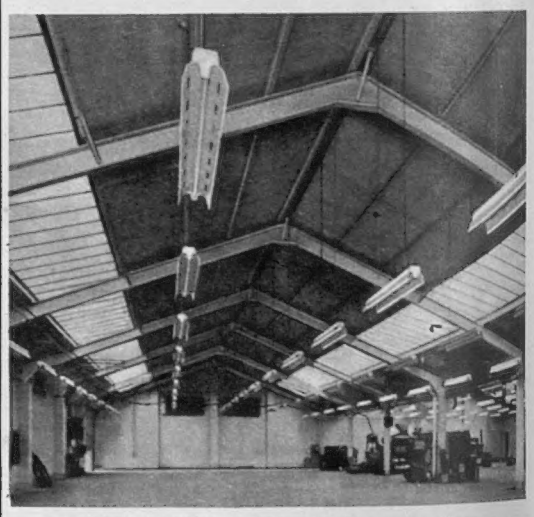

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Volume CCXLII No. 3142

THE SPHERE

LONDON, August 20, 1960

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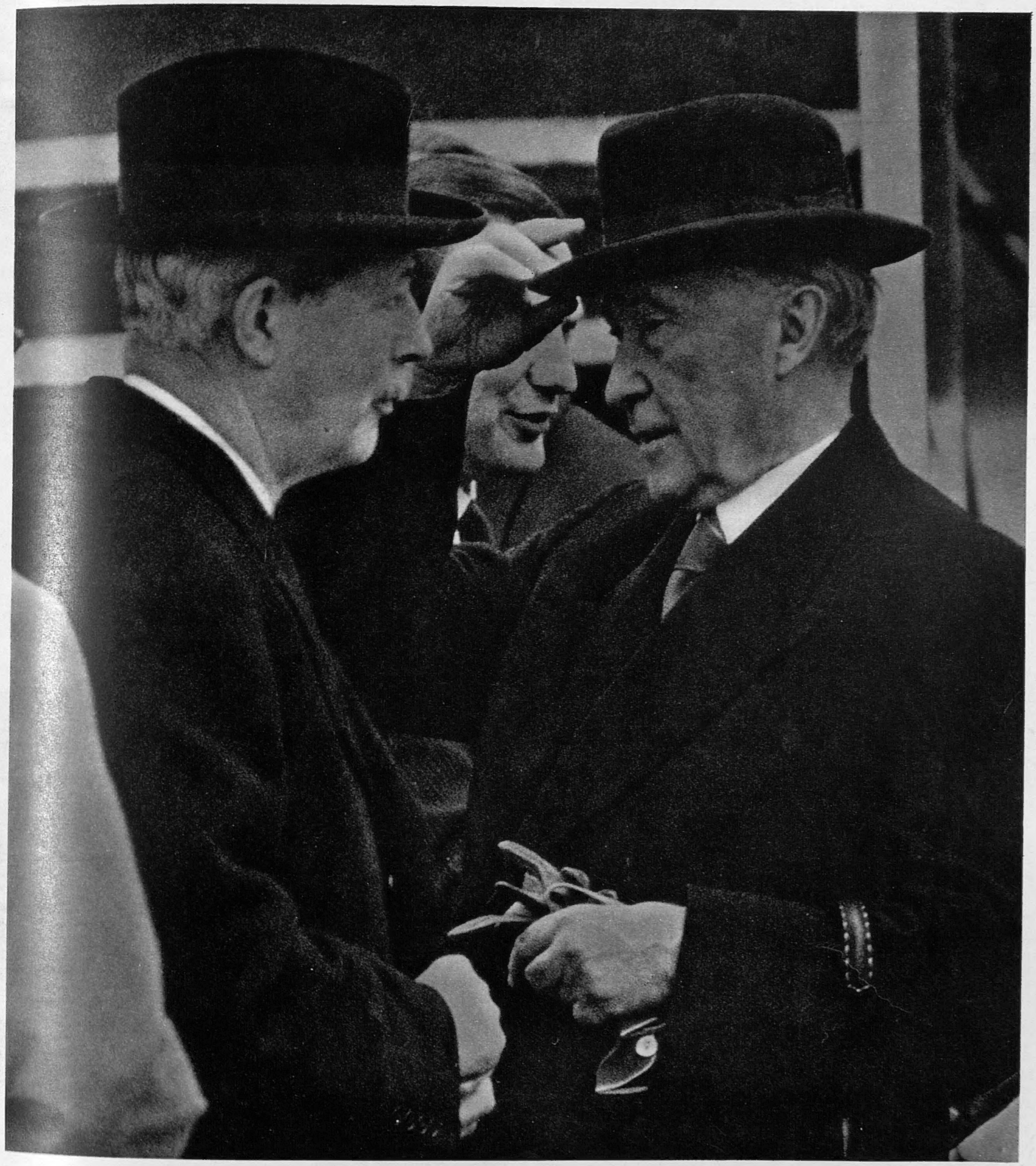

"HISTORIC" MEETING IN BONN

Dr. Adenauer greets Mr. Macmillan on his arrival at Wahn airport, near the Federal German capital, for their two days of talks. At a banquet given in his honour the British Prime Minister declared that he thought his meeting with the West German Chancellor might prove to be historic. In the conversations which took place on Wednesday and Thursday of last week, Lord Home, attending his first international meeting as Foreign Secretary, and his opposite number, Herr von Brentano, also participated. The communiqués issued afterwards indicated that important decisions had been taken regarding a closer relation between Britain and the six countries of the European Common Market. This should lead to a reconciliation between the economic interests of the Common Market and the seven members of the European Free Trade Association, of which Britain is a member. It is thought such moves will make for greater unity in Western Europe and the Free World at a time when, it is anticipated, Russia is contemplating further threats to the status of West Berlin

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NEWS SUMMARY

U.N. in Katanga; the seamen's strike; chaos in Laos; Cyprus's new Cabinet; more nationalisation by Castro in Cuba

INTERNATIONAL

Mr. Hammarskjöld, the United Nations Secretary-General, accomplished the difficult task of getting U.N. troops into **Katanga.** They began replacing Belgian troops in the Province without acrimony. Mr. Lumumba, the Congolese Prime Minister, expressed strong disapproval that the change-over was being effected without altering Katanga's status of " independence."

In **Moscow,** Russia notified the United Nations that it thought it was unwise to convene the U.N. Disarmament Commission. A strong objection was voiced to the Commission meeting this week. Mr. Khrushchev earlier said he " would deem it a great honour " to represent Russia in a debate on disarmament in the U.N. General Assembly, in September.

In **Geneva,** the three-power nuclear test ban conference was due to meet in session again this week. The British and American delegations had been studying Soviet counter-proposals to the Western six-year plan for the installation of a world-wide nuclear test ban control system. Most of the proposals and counter-proposals dealt with the number and possible siting of control posts. Delegates at the conference reported that the situation was " encouraging."

GREAT BRITAIN

Many ships, including liners, in British ports were held up as a result of the unofficial strike by seamen. They were protesting against the wages and hours agreement accepted by their union, and were led by the unofficial National Seamen's Reform Movement in **Liverpool.** Over 800 Merseyside dockers voted to stage a token strike on the day the seamen were to hold a mass march through Liverpool. The dockers also voted to give three weeks' notice to strike if their wages and hours demands were not met in full. Over the week-end more than eighty ships were delayed in British ports. A number of holidaymakers, attempting to return across the Channel from France, were delayed. Essentially the present strike has been aimed at the National Union of Seamen and not at the employers. In the last decade pay increases for seamen have not been as large as those granted to other major industries.

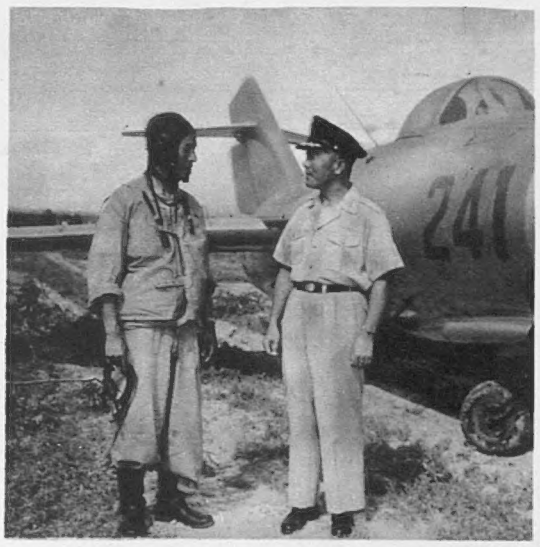
In **London** wage increases were granted to the manual workers in the electricity supply industry. The 120,000 workers were to get rises which would cost the industry about £6,000,000 a year. In February of this year the working week in the electrical supply industry was reduced from 44 to 42 hours.

LAOS

The State, which has a long frontier with Thailand, is the interior portion of what was until a few years ago French Indo-China. Since the 1954 agreement at Geneva, Laos has become independent and has often been in turmoil. In order to prop it up as a bastion against Chinese Communist infiltration either from China or North Vietnam, the U.S. has sent more aid per head to Laos than to any other country in the world. In last week's *coup d'état,* an Army group, led by a paratroop captain, Kong Lae, seized control of the administrative capital, **Vientiane** (population 80,000), while the Royal Laotian Government was isolated in the Royal capital, **Luang Prabang** (population 10,000). The rebel group broadcast as its policy three main points: the end of the present Government; a position of neutrality, which meant in effect the expulsion of foreign troops and was anti-Western; and the end to the " civil war " between the Royal Government and the Pathet Lao (the Communist rebel movement from the northern provinces of Laos).

When it seemed apparent that the rebel leaders in **Vientiane** were not getting the outside help they wanted, negotiations started between Captain Kong Lae and the Royal Government in **Luang Prabang.** The rebels organised a meeting of the National Assembly and secured a vote of non-confidence in the Government. (This meant it should resign.) But in order to appoint a new Prime Minister, they needed the approval of the King. He is Tiao Savang Vatthana, who succeeded his father at the end of last year, becoming Head of State, C.-in-C. the Army, and supreme religious authority. He can dissolve the National Assembly, the legislative body of the Government, when he wishes.

Perhaps the most influential figure in the revolt was Prince Souvanna Phouma, a member of the junior branch of the Royal



At an army airstrip in South Korea, a North Korean pilot, Lieutenant Chung Nak Hyun (left), is welcomed by the South Korean Air Force Chief of Staff. The pilot defected in his Mig fighter. South Korea last week took another step in its reform of the Syngman Rhee regime, when it elected as President Mr. Yoon Bo Sun, a right-wing Democrat. He was supported by Dr. John Chang, the leader of the Democrats during the reforms

Family and leader of the Rally of the Lao People, a group favouring a strong neutralist policy. He is a half-brother of Prince Souphannouvong, the Pathet Lao leader. Both are opposed to the party which is in power, the Committee for the Defence of Nationalist Interests. This is the political organisation backed by the Army leaders, who seized control at the beginning of the year and under whose auspices the last elections were held. By the beginning of this week, the chief article of the rebel demands from Vientiane was that Prime Minister Tiao Somsanith should resign and be replaced by Prince Souvanna Phouma. According to the Vientiane radio, the King agreed to this demand last Monday and Prince Souvanna Phouma was to preside over the National Assembly.

CYPRUS

On the eve of independence, Dr. Makarios announced in **Nicosia** a complete re-shuffle of his Cabinet. Only one Greek Minister, Dr. Theocharous (Finance), retained his post. The key appointment of Foreign Minister went to Mr. Kranidiotis, who previously had been appointed Ambassador-Designate in Athens. A close associate of Archbishop Makarios, Mr. Kranidiotis was under house arrest for a time during the Emergency and is a key figure in the ethnarchy. The new Minister of Labour is Mr. Papadopoulos. An architect from Limassol, he is not experienced in politics, but is widely supported by young nationalists and members of Eoka. Other new Ministers in the Cabinet are Mr. Arouzous, Commerce and Industry; Mr. Kyprianou, Justice; and Mr. Yorgadjis, Interior. It appeared that the new appointments were the result of the criticism of the Archbishop from Right Wing Nationalists and Eoka members. None of the " Moderates," expected to be in the Cabinet, were included.

SOUTH AFRICA

In **Pretoria,** Dr. Verwoerd formulated moves by the South African Government in retaliation to the Ghana Government's boycott of South African goods and South Africans' entry into Ghana. Dr. Verwoerd said that South African citizens, employed or living in Ghana, who applied for British passports on the assumption that they would be allowed to remain in Ghana, would not in future be issued with a South African passport, since they had forfeited the right to moral privileges in South Africa. Secondly, the Prime Minister stated that any South African who made the sworn declaration opposing *apartheid* required by the Ghana Government before entry into Ghana would be regarded as disloyal to the Union. (In the Voice of the Commonwealth, pages 268-9, the poll on whether South Africa should become a republic is discussed).

ICELAND

The Icelandic Government announced in **Reykjavik** that it was willing to hold bilateral talks with the British Government on the fishery dispute, and the British Government stated it was ready to enter the talks at the earliest possible moment. It had appeared that incidents in the territorial waters were about to begin again. In April, when the talks on the Law of the Sea had failed at Geneva, British trawler owners agreed to respect the Icelandic twelve-mile limit for three months. This period ended last week, but following the announcement of the forthcoming talks, they stated that the period would be extended for another two months.

CUBA

In **Havana,** Dr. Fidel Castro announced the nationalisation of a further £268,000,000 worth of American property and President Osvaldo Dorticos later announced plans to take over the American-owned Moa Bay Mining Company. (This is a £32,000,000-company formed to produce nickel and cobalt.) But the two moves in the economic war with the U.S. did not seem to bring Premier Castro much relief from the economic and social troubles on the island. These have been exacerbated by the Roman Catholic Church. Last week the Church hierarchy in Cuba published a pastoral letter attacking the infiltration of Communism in the island. Dr. Castro called the letter part of " systematic provocations " carried out by " top circles " of the Church. There were signs of some internal dissent from Dr. Castro's overwhelming popularity. For the first time since he came to power he was reported to have been heckled during a speech.

THE NEWS IN PICTURES

THE "GLORIOUS TWELFTH"—THE GROUSE SEASON OPENS

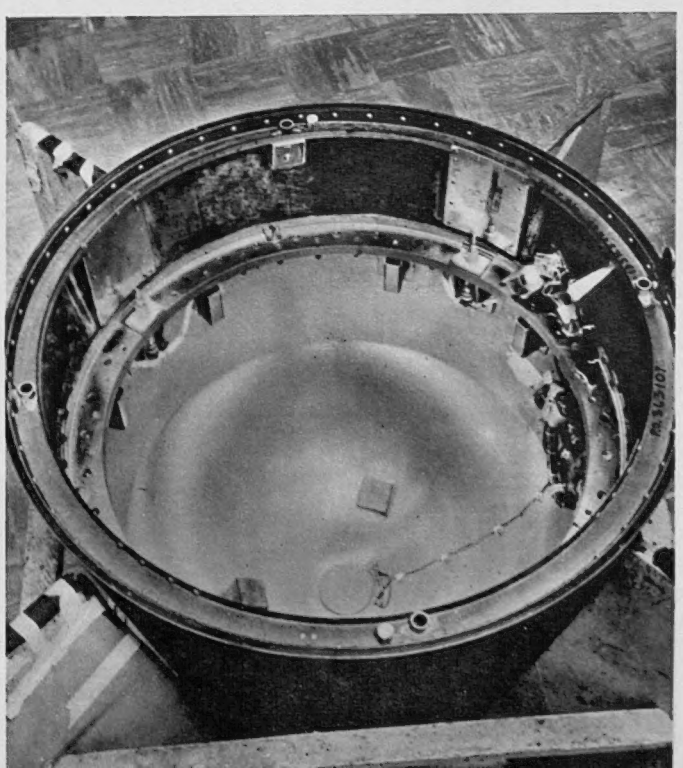
Colonel F. Douglas's party at Lochan, near Amulree, in Perthshire, moves up the hill, with Loch Freuchie in the background. Among the members of the party were Mr. and Mrs. J. Pawle, Major and Mrs. W. Knox Finlay, Elizabeth Lady Townsend, and Sir Gervais d'Eyncourt. Fair weather on the Scottish Moors meant a good start to the season. It was reported that bags were better than average for the opening day. Scottish birds were being sold in some London hotels for 50s. a portion. Among those who were out for the "Glorious Twelfth" was the Duke of Buccleuch's party of seven guns, including the Duke of Gloucester, Prince William and Prince Richard. They reported a "good bag." Out on the north Yorkshire moors was Mr. Christopher Soames, the Minister of Agriculture

U.N. TROOPS IN ELISABETHVILLE, KATANGA

MR. TSHOMBE AND MR. HAMMARSKJÖLD

The United Nations Secretary-General, Mr. Hammarskjöld, flew in to Elisabethville, the capital of Katanga Province, with his personal detachment of 237 Swedish soldiers. Later General von Horn flew from Leopoldville to set up the U.N. headquarters in the city. Mr. Hammarskjöld then left to inspect the Belgian military base at Kamina, in Katanga. Mr. Lumumba, the Congolese Premier, expressed dissatisfaction on two points. He demanded all white U.N. troops should be withdrawn from the Congo immediately. Secondly, he could not accept the theory that the U.N. troops had no specific responsibility to protect members of the Central Government who might visit Katanga—i.e., that Mr. Lumumba was not guaranteed protection if he wanted to visit Elisabethville

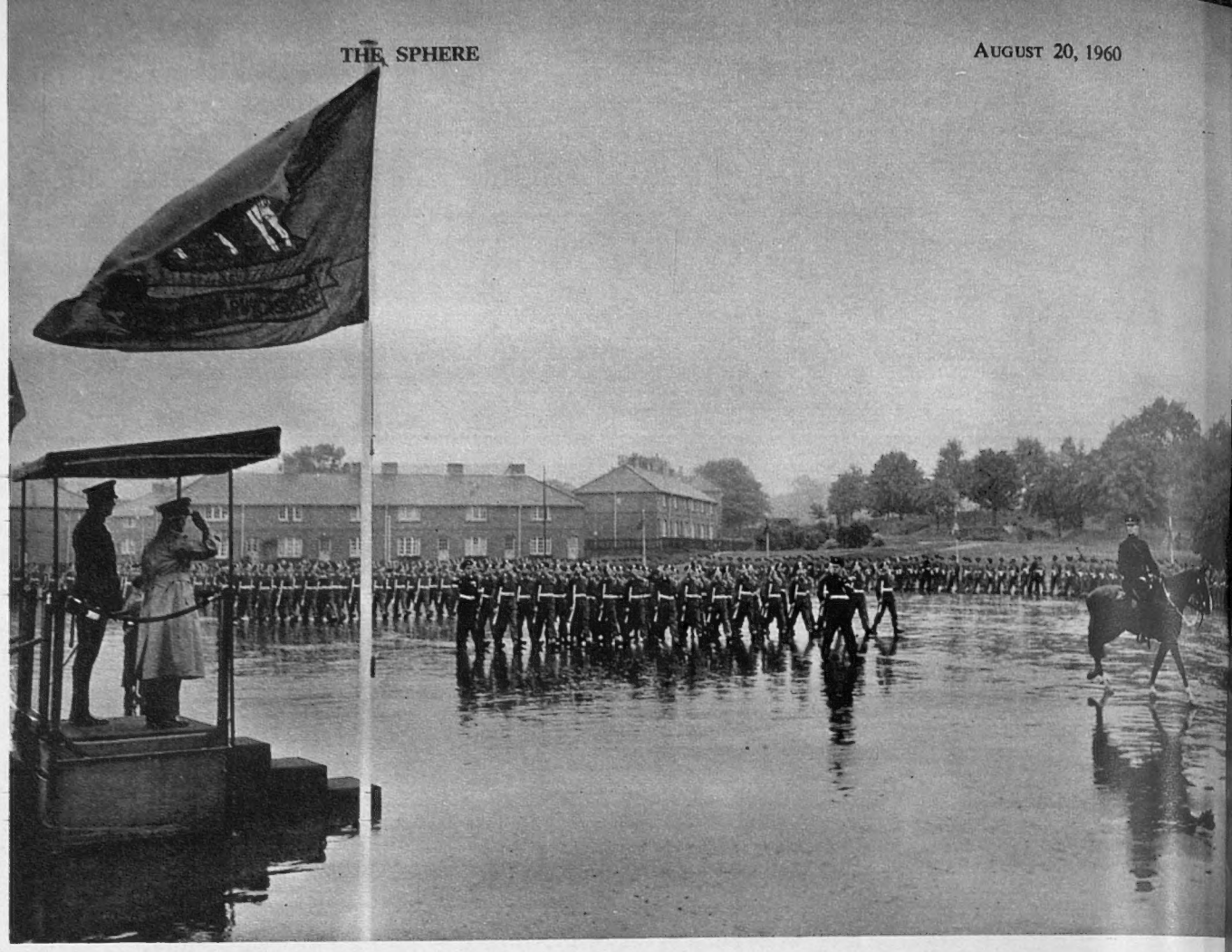
KABAKA OF BUGANDA IN LONDON



THE U.S. IN SPACE

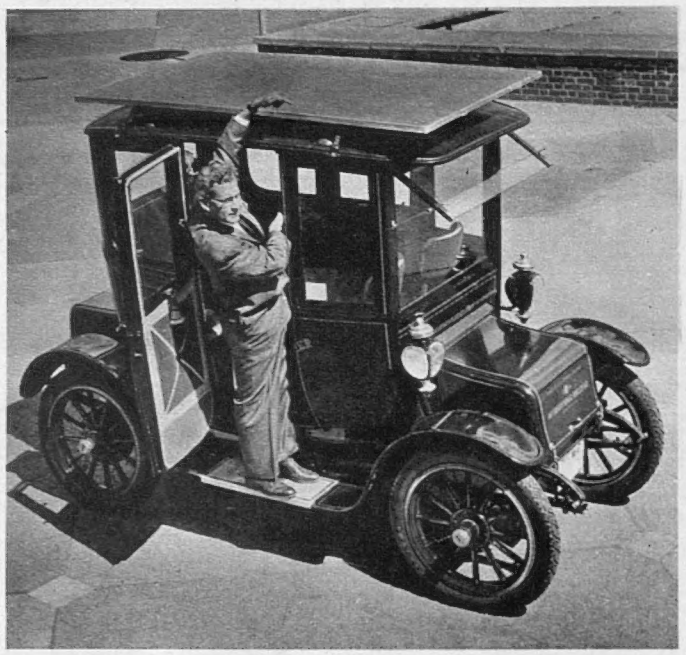
A protective shield surrounds the 300-lb. capsule recovered in the Pacific Ocean after it was ejected in orbit from a Discoverer satellite. It was the first time the U.S. had recovered a capsule. In the same period two other successes were announced: the first communications satellite, a 100-ft. plastic sphere, was successfully launched; and the X-15 rocket aircraft flew more than 24 miles above the earth

Far left: The Kabaka of Buganda talks to Mr. Max Webber, head of the East African Department of the Colonial Office. The object of his visit was to remove the air of uncertainty in Uganda over the attitude of the Kabaka's Government to the elections in the Protectorate



Field-Marshal Montgomery takes the salute at a Commissioning Parade at Mons Officer Cadet School, Aldershot. The march-past took place in heavy rain. Lord Montgomery presented the silver-mounted stick for the best cadet to Senior Under-Officer P. R. Duffel and also addressed the cadets. He said he was very sorry that National Service was coming to an end. Each year the Army had taken in about 200,000 men, the Field-Marshal continued, and he did not quite know how the army would manage without them. He did not agree with the political leaders when they said the armed forces would get all the men they needed. A cross-section of the youth of Britain was needed in the armed forces

A COMMISSIONING PARADE IN THE RAIN



Dr. Charles Escoffery, the American inventor of the system to power an electric car by means of the sun's rays, demonstrates the working of the panel of solar cells on the car's roof. The vehicle is a 1912 Baker electric car. Details of the system are given in this week's motoring article on page 284

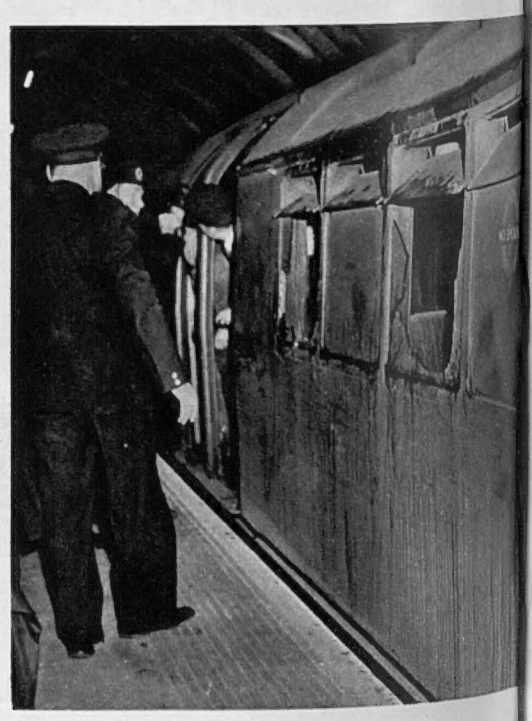
AN ELECTRIC CAR POWERED BY THE SUN

Far right: Seamen walk along the quayside at Southampton after leaving the *Queen Mary* and delaying her sailing for New York. The giant Cunarder was one of a number of ships which were prevented from putting to sea from British ports by the unofficial strike of seamen last week. The men claimed the increase in pay which was recently accepted by the official National Union of Seamen was inadequate

QUEEN MARY DELAYED BY A STRIKE

THE TEMPORARY CABINET ROOM

The table and chairs from No. 10, Downing Street, have been arranged in the room formerly known as the South Drawing-Room or Music-Room in Admiralty House, Whitehall. By custom, the Prime Minister sits in the centre on the far side. The Cabinet will meet for the next two years in Admiralty House, where the Prime Minister will also be living while his official residence is undergoing extensive reconstruction. (Pictures of No. 10, Downing Street, are on pages 266 and 267)



Officials examine the burnt-out coach of a London Underground train which had caught fire outside Redbridge Station, in Essex. The train was east-bound during the morning rush-hour. The fire was reportedly caused by the motor fusing. Twenty-one people were detained in hospital

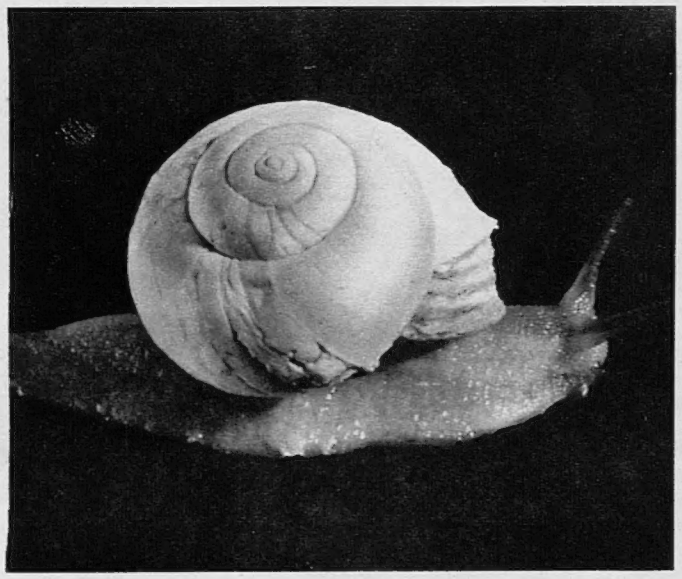
FIRE IN A LONDON TUBE-TRAIN

THE NEWS IN PICTURES

Troops of 28 Commonwealth Infantry Brigade Group paraded before General Sir Richard Hull, Commander-in-Chief, Far East Land Forces, during an opening ceremony at Fort George, near Malacca, in Malaya. The full official opening of the new Commonwealth Army base will take place later, when it is completed. It is estimated that it will be four years before all the quarters, schools, churches, shops and other buildings of the £7,500,000 base are finished. The 26 Field Regiment, R.A., has taken up quarters at the base and it was due to be joined by infantry battalions from Britain, Australia, and New Zealand respectively. Fort George was the name of the command post of the Commonwealth Division in the Korean war

OPENING CEREMONY OF THE COMMONWEALTH ARMY BASE AT MALACCA

Below, right: After experiments conducted by the Royal Air Force Institute of Aviation Medicine at Farnborough, it was found that certain snails found in the Libyan desert contain a small quantity of drinkable fluid. Their collection in sufficient numbers could mean survival for air crews stranded in the desert. In many parts of North Libya, the snails are found in millions. They have a brilliant white shell and belong to a species which was known as *Eremina ehrenbehi roth*

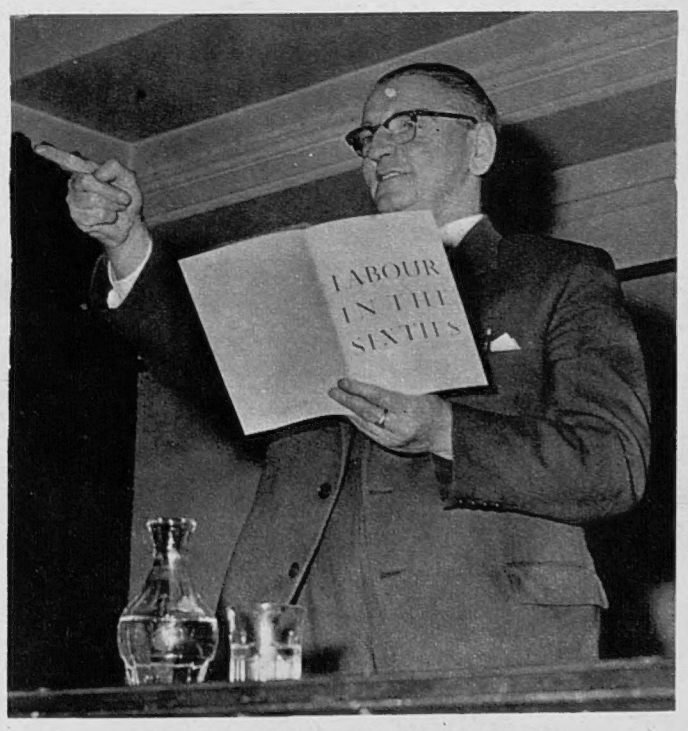


SNAILS FOR SURVIVAL IN THE DESERT

Far right: At Abidjan, in the State of Ivory Coast, M. Houphouet-Boigny, the Premier (*right*), shakes hands with M. Louis Jacquinot, French Minister of State, during the official celebrations of independence of the former French colony

IVORY COAST BECOMES INDEPENDENT

At a Press conference in London, Mr. Morgan Phillips holds up a pamphlet, *Labour in the Sixties*, prepared by him and published by the Labour Party. It will be submitted for approval to the annual party conference at Scarborough in October. Among the points in the pamphlet are proposals for closer consultation with affiliated unions, and for widening the party's appeal to attract more white-collared workers and young people



FUTURE PLANS FOR THE LABOUR PARTY.

Far right: The Duke of Bedford examines a massive enlargement of a Yeoman Warder of the Tower in an exhibition at the new showroom and photographic centre of Ilford Ltd., in Oxford Street, London. The Duke had just opened the centre. Until last week the firm had had no showroom in London since 1958 when they had to relinquish their gallery to make way for a road improvement scheme

Right: A NEW PHOTOGRAPHIC CENTRE IN LONDON

ROYAL JOURNEY IN SCOTLAND

During her visit to King's College, Aberdeen, the Queen is accompanied by the Principal, Sir Thomas Taylor. The Duke of Edinburgh is walking with other officials in the background. The Queen and the Duke had arrived at Aberdeen in the Royal Yacht *Britannia*, at the end of their three-day cruise round the Orkney and Shetland Islands. The Prince of Wales and Princess Anne, who had also travelled in the *Britannia*, went direct to Balmoral Castle, where they were later joined by their parents for the summer holidays. During the cruise the Queen and the Duke spent several hours ashore on different islands. In Aberdeen, the Queen's principal engagement was the opening of Crombie Hall, the University's new £295,000 hall of residence for students

At St. Magnus Cathedral, Kirkwall, Orkney, the Queen walks with the Provost

The Lord Lieutenant, Major Sir Basil Neven-Spence, with the Queen at Lerwick

At Lerwick, the capital of the Shetlands, the fishing boats are dressed overall for the Queen's arrival. During her stay she opened new extensions to the harbour

The Queen meets lifeboatmen at Lerwick, and (right) the Duke at Scalloway

JOHN CONNELL

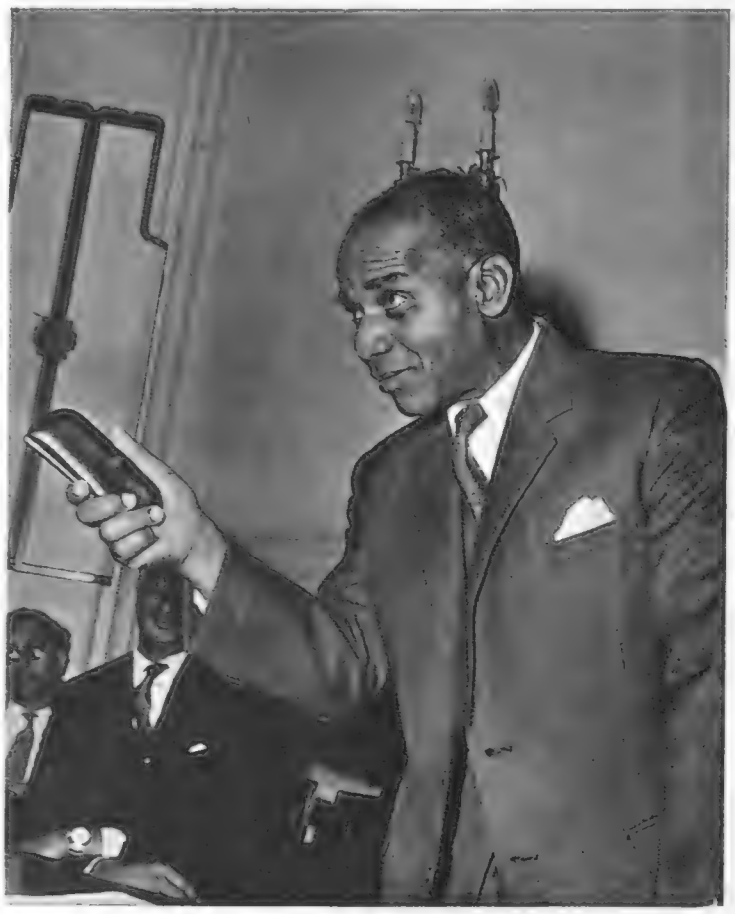
AFRICA'S PATTERN OF CHANGE

The contrast between the theme of which I am writing, and the landscape at which I gaze every time I lift my eyes from the paper, is a little too sharp for me to be able to ignore. The pasture and the woodland march in tranquillity and excellent order up the green hill to the cloud-flecked sky. The burn, too full and too fast after the summer's heavy rains, scampers winking and chattering through the little glen. The sheep are cropping almost up to the wall that divides the lawn and the meadow. The pigeons are calling in the elm avenue; the martins are making great swoops and dives down to the waterside, and two small boys are playing an inefficient and rather giggly game of tennis on the court beyond the big cedar. Here I was a child. Lammer Law, whose shoulder I can just see above and behind the woods to the south, I first climbed when I was thirteen, and hither I have come back again and again in the past decade. In this scene of familiar and deeply-loved serenity I must write about Africa.

There are, I well know, landscapes just as outwardly peaceful and just as beloved in Africa, and homes that have taken on the same beauty of friendliness. And if I brood sadly on the threat which overhangs such homes, I ought (I suppose) to remind myself that these quiet hills have known invasion and battle, tribal feuds of merciless ferocity, the aggressor's menace and the patriot's heroism of resistance. Sir Roy Welensky, in a memorable speech a few days ago, pointed out that the old, easy peace of the Africa in which he grew up has gone, and that Africa faces now the process of change and development which it took ten centuries for Europe to accomplish.

Can all that wealth and complexity of experience which Europe has gathered on the way be compressed into a few months, or possibly a few years? I remember that, some months ago, before the African avalanche began, I asked here in *The Sphere* this precise question. I was appalled by the glibness with which African politicians were using and adapting the glib patter of parliamentary and diplomatic procedure; and I dared to wonder whether verbal dexterity could really be regarded as a substitute for mature and enlightened statesmanship. I took the inevitable rap for my reactionary, suspicious, ungenerous attitude.

It is to me a matter of deep regret that, so far, my suspicions have proved to be extremely well founded, and that I see no reason to budge from my present attitude. Ah! I shall be reprimanded, look at Nyasaland; even *The Times* hailed the agreement which was signed at Lancaster House on August 4—exactly forty-four years after Europe launched into the first great fratricidal conflict of our century—as " a shaft of sunlight " piercing the gloom of an Africa distracted by racial conflict.



Dr. Banda makes a point at a Press conference in London

I fear that it is—though I greatly hope that it is not—almost certain to prove a very transient gleam. There is no need whatever to doubt that Dr. Hastings Banda was entirely sincere not only in his fulsome compliments to Mr. Iain Macleod (whom he describes as " a Colonial Secretary who knows that other people, too, have views that need to be respected by those in high places "), but in his pledge that he will get the agreed constitution accepted by those he claims to represent, and that he will make it work. This is an attitude which is genuinely different from that adopted by Mr. Tom Mboya, the Kenya African nationalist, after his Lancaster House Conference. But how long will it be before Dr. Banda is forced by his extremists to become more and more intransigent? And, to be fair, not only by extremists in Nyasaland but by the wholly torrential pace of events outside his own small country? For it is vain to try to believe that Africa can be, any longer, divided up into neat compartments—artificial " nations " and " provinces," established usually for the administrative or economic convenience of the white rulers of the continent, who are now withdrawing. The driving force is not Nyasaland nationalism, or Congolese nationalism, or Kenya nationalism: these are mere skirmishes before the full weight of the offensive, which is African nationalism.

The falsity and the artificiality of nearly all contemporary African frontiers are being repeatedly and grimly demonstrated by the deepening catastrophe in the Congo. Here it is utterly impossible to pretell with any degree of accuracy the day-to-day course of events. All that can be said with any certainty is that the crisis has so far increased in complexity, embarrassment, difficulty and danger with every day that has passed. I cannot understand how anybody dare deny that the United Nations Organisation, by plunging into this sad tangle in haste and without adequate thought, preparation and planning, has had to employ one crude piece of improvisation after another, has had to turn the most desperate tactical somersaults, and faces the most grievous challenge in its history. The Soviet Union's repeated interventions, preposterous though they may seem by any normal standards of logical diplomatic behaviour, are becoming more and more obviously menacing. Whether Mr. Khrushchev has either the capacity or the desire to execute his more sanguinary threats I have as little means of judging as the sheep on these Lammermuir hills; but my ignorance on this subject is no greater, I may say, than that of the Foreign Office and the State Department. There are a great many shorn lambs about, to whom the wind of this storm is not in the least tempered.

The first fact to grasp is that there is a breakneck speed in events in Africa at present, and there is little or no likelihood that the pace is going to slacken in the slightest. I contemplate, with such equanimity as I can muster, the probability that every word in this article will be pitifully out of date by the time it appears in print. I should dearly like to believe that the dilemma of Katanga, for example, will by then have been resolved without more confusion and perhaps bloodshed. I should like to believe that Mr. Lumumba will have ceased spinning on his own axis at well-nigh supersonic speed, and that he will have ceased exposing in great, bulbous platitudes the fatigued vacuity of his tired mind and the panic in his scared heart. I should like to believe that some prospect of security of tenure of employment, of property and of life itself, will have opened up by Saturday, August 20, for the European administrators and technicians whose unstinted aid and guidance are going to be needed over many years, if there is not to be a total collapse of all forms of civilisation in the Congolese Republic.

On the day that I write the most pressing problem before the Security Council appears to be the likelihood that the Soviet Union will impose a veto on any method of dealing with the Congolese situation which might perhaps provide a solution, and therefore deprive the Soviet Union of further opportunities of making mischief over this issue. There are also the hardly less difficult but subsidiary questions of future action—or inaction—by United Nations forces in Katanga, and its consequences; and of the possibility that there will be more and more intervention by Ghana, by Guinea and other African States, which can whip the dispute up into an open and very grave African-European conflict.

I recall Lord Alanbrooke's forlorn desire, just after he had taken over as C.I.G.S. at the end of 1941, that he would wake up eight or twelve months hence with all his immediate difficulties resolved. That, insofar as world affairs are concerned, is my present sentiment. But the sun is on the hills; someone has boomed a gong which means tea, with scones and home-made jam; I think I shall walk, after tea, up alongside the big fir-wood to where the sown land meets the bare moor; I shall gaze out over the whole wide valley to the Pentlands in the evening haze; and I shall reflect that after all this countryside and this house have known their vicissitudes, their griefs and their joys. There must be hope for Africa, too.

COLD WAR IN THE ATLANTIC

In spite of the many modern aids to navigation, icebergs remain a serious menace to shipping. This summer the International Ice Patrol of the United States Coast Guard Service has continued in its war on the icebergs with a series of experiments, begun last year, to combat them from the air.

A UF-2G aircraft belonging to the Coast Guard was sent to drop bombs on an iceberg in an area some 160 miles north east of Argentia in Newfoundland. The target was 150 ft. high, 300 ft. wide and weighed about 1,000,000 tons. The bombs employed were of the 1,000 lb. general-purpose conventional type. Two were carried at a time under the wings of the UF-2G.

The pictures on this page show two stages during a bombing operation. *On left* the aircraft has made its run-in and scored a direct hit. *Above*, the pilot has flown back low over the iceberg to observe the effects of the bomb. Over a period of ten days twenty sorties were made and twenty bombs dropped. A total of sixteen direct hits was recorded. The official communique could not claim a victory. According to the Commander of the International Ice Patrol, Commander Ross P. Bullard, U.S. Coast Guard, the damage was insignificant. The only noticeable effects were scatterings of brash or crushed ice chipped from the target. However, the Cold War will undoubtedly go on.

b

The 35-ft.-wide sculptured aluminium eagle is placed in position on the new American Embassy in London

The 200 h.p. *Vectis*, a 37-ft.-long wooden launch, has been built by Brooke Marine Ltd., for Trinity House for use in the pilot service at Harwich. She has a speed of 14½ knots and is designed to operate in all weathers

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

PRAVDA SAYS. There was sound sense in a recent article in *Pravda* directed against the left-wing Communist dogmatists (Chinese in particular) and their theory that " war is inevitable, so long as capitalism and imperialism exist anywhere in the world." It spoke of course of the Eastern definitions of imperialism as practised in the West. It admitted frankly that another world war would reduce the " new society " of the East to ruins also. It set out the dilemma created by the dogmatists' view of inevitability: if war is inevitable, there is no point in fighting for peace, and the Communist toilers might come to ask pessimistically what use there could be in creating splendid things doomed to certain destruction by war. Such pessimism must hit all " five-year plans " for six. It is true that Mr. K. has not of late come out very strong as the apostle of peaceful co-existence. Nevertheless, our home-grown sleuths of the Communist scene read into this *Pravda* article further proof that the Russian people dread nuclear war quite as much as do the Americans; that they begin to dislike " domination " by Chinese dogmatists and intransigents as much as some Britons dislike what they call American dominance of British politics, and that Mr. K. is indeed, for economic reasons, as anxious to play the peaceful co-existence motif as his political problems at home and *vis-à-vis* China will permit. A quick-change artist, he has shown us " a part to tear a cat in " and maybe we shall soon see him again " as gentle as any sucking dove." One thing is certain, he dare not take a holiday from the boards. If he now returns to the sucking-dove role, Lord Home may benefit. He has courageously announced his belief in his own ability to cope with foreign affairs.

THE OLD GREY MARE. Lumumba and Kasavubu, Tshombe and Eyskens, Bunche and Uncle Tom Hammarskjöld and all have been presenting as comic a pilgrimage to Katanga as the Silly Season could hope to enjoy. Widdicombe Fair wasn't in it and the U.N.'s old grey mare carried a burden too heavy to be endured. The U.N. international force was quickly, efficiently, and in adequate strength, brought to this trouble centre. That force is the only sane protection which civilisation possesses to prevent the haphazard outbreak of world-destroying war. Nuclear armaments and a U.N. international force have one thing in common: they must not provoke a shooting war. Their common purpose is to prevent it. The presence of the " man-in-blue " in more civilised countries usually deters people from creating or contemplating a breach of the peace, without the necessity of his drawing his truncheon. And if trouble threatened during Widecombe Fair (or Beaulieu Jazz Fair), no doubt a handful of Devon or Hampshire policemen would avert it. The trouble about Katanga is to gauge its respect for the man-in-blue and for law and order. The general opinion is that the Congo, by and large, has not yet attained the degree of civilisation enjoyed at Widecombe-on-the-Moor, and at one time the Belgians were blamed by world opinion for quitting too soon! The U.N. force is well armed and efficient, but the last thing it is intended to do is to use force. And so everybody concerned with the Congo has been jockeying for position, bluffing and hesitating, threatening and marking time; and Ghana, Guinea, Ceylon, Abyssinia, Tunis, and what-not, are all anxious to join the fun. And the old grey mare has been forced into the position of Balaam's Ass, from which position perhaps the Secretary-General's arguments to the Security Council may move her.

MEN IN UNIFORM. A man in blue uniform has a sobering effect on persons liable

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to, or contemplating, a breach of the law in fairly civilised countries. Even the sober motorist follows the road-code with more exactitude when conscious that he is followed by a police-car, and the most successful of all modern criminals—the pay-packet snatcher—chooses the setting for his crime at a spot which he has long since observed to be off the regular policeman's beat. Mr. Marples, if he is to battle on with his problems of traffic (and not retire with a viscountcy to the House of Lords), is wise to take what comfort he can from the August holiday casualties. Seventy-one is not so black as seventy-eight, and, allowing for a vast increase of cars on the road since August 1959, it suggests to him that his 50 m.p.h. limit on black stretches is a step in the right direction; but it seems that even that specific was only reasonably enforced by the presence of more police observers on the restricted stretches, and that no doubt was a great comfort to criminals engaged on more lucrative forms of crime than maiming on the roads. There are, no doubt, far too many restrictive signs. They should not be needed on stretches already controlled to 30 or 40 m.p.h., since they encourage motorists to adhere to the greater and neglect the lesser speeds, and they are obviously wasted on dual-carriage ways. They are clearly appropriately tried out on danger spots on antiquated stretches, and alas! then effective only in conjunction with strict uniformed observance. While robbery-under-arms maintains its present highly successful apex, there is a clear case for greatly increasing the special constabulary for road and traffic duty. There are thousands of men who enjoy being " dressed in a little brief authority " and would devote gladly enough part of their holidays to this duty and pleasure. And local authorities could well extend the idea to arm-banded litter wardens. I can speak with experience of the wholesome effect on litter-fiends in beauty spots of the presence of a dignified man carrying a sharp-pointed stick and giving the appearance of noting down the car-numbers of carton-happy picnickers.

GROUSE AND FARTHINGS. At various times in world history, it was possible to buy two sparrows, or a meal of cockles, or a flat-iron, or a packet of sweets for a farthing. Recently it has bought nothing but trouble and it is to be withdrawn from circulation. Forty-six years ago, on August 4, 1914, the bell started to toll for the farthing and for much else deemed valuable besides. Most of our values suffered change after that stuffy August holiday week-end, when I could still buy my ounce of tobacco for 7½d. (4s. 10d. to-day), and when my hopeful, heavy stock-piling of cartridges for the coming 12th cost little more than 100 cartridges to-day. Efforts, of course, were made after 1914 to get " back to normal." The grouse did best. In 1915 and 1922 they gave sportsmen two record years, but the sportsmen were shooting bigger game, and the natural consequences were disease; and the grouse thereafter gave up the pursuit of records and have been patchy ever since. They were sensible birds. Another year like 1922 would spell ruin for owners, sportsmen and the grouse themselves. But I don't weep over the death of Jenny Wren, the little farthing, and I have given up weeping for those bigger birds, the grouse-packs streaking over the high butts. I can't use the little bird and I am too old to pursue the bigger. I have written off these old (if happy) far-off things.

Crowds greet the first train on the reopened Bluebell Line in Sussex. The old railway, closed two years ago, has been taken over by the Bluebell Railway Preservation Society

Three brothers take part in a service at the church of St. John the Evangelist, Birtley, Co. Durham. They are the Bishop of Birmingham, the Rt. Rev. Leonard Wilson (*centre*), the Rev. Leslie Wilson (*left*) and Canon Bernard Wilson. Their father (the Rev. John Wilson)was a curate at the church fifty years ago. It was the first time the brothers had met for several years

OFF THE BEATEN-TRACK. Driving recently in early August on a fine day in mid-week from near Ringwood towards Newbury, I made some heartening discoveries. Even in central Southern England there are still solitudes, remote unspoilt villages, and rural peace. During the first 20 miles of my route, which I will not disclose but which was never more than a mile off the main or so-called trunk roads, I met four cars and forty horsemen. Much of the scenery was more like the gentler parts of Inverness-shire, the rest was Victorian England. I returned by the conventional main roads. Both the time taken and distance covered were practically the same going and coming. On the return journey along A.35, a single broad commercial vehicle compelled a mile-long queue to pant along behind it for a distance of ten miles, bumper to bumper. Time was of no great importance, but the credit and debit sides of the two journeys were startlingly contrasted. Going out, constant interest, peace and serenity of mind and a chance to observe; returning, frustration, irritation and the index number of the next ahead. I appreciate the cynicism of the chalked legend displayed on the back of a great boiler being transported from Worcester: " a happy holiday to all behind us." Our railways may not pay their way, but " our freedoms " must at all costs be preserved. The roads must remain " free for all."

THE WAGES OF SIN. It will not happen in my time that the managers of big firms which allow their wage-money to be stolen by bandits, to or from the bank, will stand beside the bandits in the dock. For one thing, the bandits have first got to be caught. For another thing, the " freedoms " stand in the way. The individual must as far as possible be allowed to go to the devil in his own way. But, when thieves *are* caught, it would be very satisfying to see standing beside them in the dock, the silly woman who leaves £5,000-worth of jewelry on her dressing-table in her flat or in her parked car and the managing director of a big firm who never varies the customary details of the weekly expedition to get money from, or put money in, the bank. Every detail positively invites crime, from the strapped bag to the familiar face of the old messenger, and every detail has been studied at leisure for weeks by the gang's spy. £30,000 a week, I suppose, is an average haul from this form of crime nowadays, and the insurance companies don't seem to worry. If this prosperous business in crime ever came to strike the authorities as getting beyond a joke, I suppose the " freedoms " *might* be infringed, as so often are the green-belts. For example, a big firm *could* attract a branch bank to their premises, and legislation *could* insist on payment by cheques to be individually cashed on the premises. The bank might favour the idea as a means of making thousands more bank-conscious clients. And a burglar-proof bank building should not be beyond the capacity of architects and scientists. Anyway, it reduces the danger area. It seems to me that such precautions might be more effective and cheaper in the end than armoured thief-proof vans. It 's hard on the public to be liable to take part in a pitched-battle anywhere in the roads and streets. But for the time being, this successful form of crime has caused no real headache to the powers-that-be.

THE OLD STAGER

The entrance hall with the door to the Cabinet Room at far end

Many portraits of statesmen of the past adorn the main staircase

Sir Robert Walpole's portrait looks down on the empty Cabinet Room

The Premier's desk in his study

INSIDE No. 10 DOWNING STREET

No. 10, Downing Street, along the second turning on the left as you go up Whitehall from the Houses of Parliament, is one of the most select residences in the world. It cannot be purchased by any individual and has had only some forty recognised tenants in the last 240 years. But not even the most imaginative house agent could describe the premises as "choice" or "desirable" from the point of view of living quarters.

At long last this defect is being rectified and the official residence of the Prime Minister of the United Kingdom is to be reconstructed. No. 11 (the official residence of the Chancellor of the Exchequer) and No. 12 (the Government Whips' Office) are included in the scheme. The three houses are the survivors of a square put up by the speculative builder, Sir George Downing, in the seventeenth century.

Press correspondents from many countries were privileged to be shown the inside of No. 10 before the reconstruction work was begun in the middle of this month. The reconstruction will take two years. During the interim period the Prime Minister has moved to Admiralty House, further up Whitehall. The new No. 10, when completed, will look somewhat different from the outside. There will also be some changes in the interior. But the spirit of the place will remain unaltered.

For one can never be unconscious of the ghosts of those who have been inhabitants and the eccentricities of some of them. One will wonder where the cupboard was in which the Younger Pitt threw his unpaid bills, and ordered double the amount from his creditor tradesmen; or where stood the hat-stand for Campbell-Bannerman's large collection of walking-sticks; or in which room Lloyd George sang hymns to a harmonium accompaniment.

The State Dining-Room is on the first floor

The Prime Minister's official residence is to be extensively reconstructed

Right: A wartime scar from bomb-shrapnel on a window-frame

The garden of No. 10. No. 11 is in background

On a table in the Prime Minister's ante-room the photographs are of President Eisenhower and Mr. Dulles (in group on left); Mr. Nehru; Mr. Diefenbaker; Mr. Menzies; Dr. Adenauer; Signor Segni; the Queen; Prince Philip; Mr. Nash; King Bhumipol

One of the main reception rooms on the first floor

The sitting-room opens into a small drawing-room with the reception-rooms beyond

THE VOICE OF THE COMMON-

AUSTRALIA

For the city-bound Australian, strolling down Melbourne's stately Collins Street or riding on a ferry into busy Circular Quay from Sydney Harbour, the dramatic changes taking place in the city skylines are the visible evidence of prosperity, expansion, " Australia unlimited " on the move. With these ringing words reaching him daily through Press, radio and TV, he has a sense of proprietorial satisfaction as he sees the multi-storeyed glass and concrete office blocks rising everywhere out of the huddle of pre-war buildings. The building boom which really got under way in the late '50's shows no sign of slowing down. Indeed, there is every reason to believe it will continue to gather pace. True, the main concentration of building activity is in the two big capitals, Sydney and Melbourne, where well over a third of the population is crowded. True the boom has brought all the attendant problems—worse traffic jams, subtopia, a lag in essential services, and, as in Britain, soaring land values. But, rightly or wrongly, the public have begun to accept the view that if you are going to force the pace of national development some parts of the economy must get out of joint.

What are the facts behind Australia's current building boom? The building industry is a big one by local standards—it employs just on 130,000 people and the numbers have increased by over 12,000 in the last year. At the end of March buildings worth £A377,100,000 were under construction, a rise of 10 per cent. on the previous year. Most of the construction was in city buildings rather than dwellings—the value of commercial buildings under construction jumped £A30,400,000 in a year to £A213,500,000. The hotel industry has taken a beating from home-coming travellers, who for years have been saying nasty things about the standard of much of the hotel accommodation. But some of the most spectacular building projects in recent years have been new luxury hotels. Now it seems the hotel business has set out to make up for twenty years' stagnation in three years. About £A40,000,000 will be spent on new hotels in the major cities over this period. This represents projects already publicly announced or started.

Most experts seem to be agreed on the need for a comprehensive plan for inner city development of all Australia's large cities. Nobody disputes it. The difficulty lies in the complex system of local, State and Federal Government bodies each pulling this way and that, with no overriding authority.

NEW ZEALAND

Developed spectacularly over only the last four years to a stage when it claims fourth place among ports in New Zealand in the amount of cargo handled, Tauranga, in the Bay of Plenty, deals largely with products gleaned from nearby forests and from the industries based on them. Of 511,892 tons dealt with in 1959, exports of timber, wood-pulp, logs, cardboard and newsprint accounted for 273,191 tons.

Until about twenty years ago New Zealand had only one pulp and paper mill operating, in its South Island. The first development in the Bay of Plenty area in the eastern centre of the North Island was about twenty years ago, when the production of paper board began at Whakatane. After World War II a kraft pulp and paper mill was established at Kinleith. The largest project of all, the mammoth undertaking for the Tasman Pulp and Paper Company at Kaweraua, began the production of newsprint in 1955. Its operation has involved the creation of two new towns—at Kaweraua, where the 300-acre plant is established, and at Murupara, a logging centre. As well, two new railways were built, a new deep-water port made in Tauranga Harbour, many miles of road were constructed and electricity supply lines were brought across rugged country. Expenditure from the New Zealand Government provided for port, railway, housing and services development.

The timber which provides the raw material for this industry comes from a vast forest, said to be the largest man-made forest in the world. The Kaingaroa Forest was planted by the New Zealand Government Forest Service on 260,000 acres in an area 50 miles long and 15 miles wide. The soil there is mostly pumice, ejected in the past by the volcanoes of New Zealand's thermal region, and it had resisted efforts to farm it. However, it has proved ideal for growing trees of the " pinus " species. They grow quickly to a millable stage in the warm and moist climate of the central North Island. Most of the area was planted between 1927 and 1931. As the forest is cut to meet the needs of industry, the Government will replant the area and ensure a perpetual yield. Kaweraua's first newsprint machine was the fourth largest in the world. The mill recently achieved a record production, for one day, of 300 tons of newsprint. A second machine which will be installed there will make newsprint faster than any other machine in the world.

The pulp and paper industry, which for the last year has shown further production increases, is now making a useful contribution to New Zealand's export trade. The annual value of the exports of products from this industry now total just over £6,000,000.

This is only a beginning. When a development programme now being carried out raises the Tasman Company's production to a planned figure of 180,000 tons a year, nearly three-quarters of it will be exported. Sir Bernard Ashwin, a director of the company and former Secretary to the Treasury in New Zealand, recently looked further ahead than this. During the next 15 to 20 years New Zealand could increase its news-print production to 500,000 tons annually and save, or earn, £30,000,000 a year in overseas funds, he told the Wellington branch of the Economic Society of Australia and New Zealand.

Predicting a shortage in some parts of the world during the next fifteen years of fibres for pulp and paper making, he spoke of a conference in Rome last year at which it was stated that by 1975 the world demand for paper would have increased by more than 100 per cent. The conference had noted that difficulties already existed or might arise by 1975 in Western and Eastern Europe, in the Near East and Middle East, and in areas of the Far East. Such areas were prospective markets for New Zealand.

SOUTH AFRICA

The issue at the polls in South Africa on October 5 will be whether the majority of the electorate wish the Union to become a republic or to remain a monarchy. This is not a new issue in South African politics. In fact, it has been a more or less active issue since the early '30's. The National Party, which now governs the country, has based a part of its political appeal on its declared policy to establish a republican form of Government. The Opposition United Party—while according its members the right to favour a republic—has drawn its support largely from among those who wish the country to remain a monarchy. The republican tradition in South Africa is as old as the country's history. It can be traced to the middle of the seventeenth century when Van Riebeeck established the European settlement at the Cape during the heyday of the Dutch Republic. Commonwealth co-operation is also an established principle. The Union has, since its inception, been a self-governing member of the Commonwealth.

If the referendum in October proves that there is a majority in favour of South Africa becoming a republic, the Union's wish to remain a Commonwealth member is clear. It was stated unequivocally by the Prime Minister, Dr. Verwoerd, when he announced the date of the referendum: " We are firmly convinced that mutual and common interests will secure approval for the country to remain in the Commonwealth in spite of mutual differences." The Commonwealth had set its face against interference in the domestic affairs of members, Dr. Verwoerd said, and he added that the Government had no hesitation in asking the voters to vote for a republic which would seek to retain Commonwealth membership. The Prime Minister also made it clear that if a majority favoured a republic the new constitution to be submitted to Parliament would continue to maintain the established system of Parliamentary democracy.

The precedent for becoming a republic while yet remaining a member of the Commonwealth has been set and reaffirmed. South Africa clearly wishes to follow this precedent. A referendum result in favour of a republic will therefore be accepted as a mandate to establish through Parliamentary legislation a state which will remain a member of the Commonwealth provided the approval of the other members is forthcoming.

The Prime Minister went on in his statement to say that if South Africa was denied continued Commonwealth membership it would not be on the strength of the Union becoming a republic, but because South Africa refused to comply with certain outside demands which constituted interference in its domestic policy. In that event, he continued, the Union Government would do everything in its power to create and maintain by other means the most friendly relations with Britain and other friendly disposed Commonwealth members.

PAKISTAN

Pakistan celebrated its independence day on August 14. On that date it was thirteen years old as an independent country. These have been eventful years, full of turmoil and much confusion. The very confusion, however, threw up a leader who is providing the country's saviour. Pakistan's President Ayub Khan took over the government of the country by a bloodless coup in October 1958. During the less than two years that he has presided over the country's destiny he has provided an impressive array of reforms. Some of these, like refugee rehabilitation and land reforms, had been talked about for eleven years but little had been done towards a solution. Both these reforms had been formulated within a year and their implementation was started immediately.

Since October 1958 the country has been humming with planned activity in many fields of national reconstruction and development. As, however, the country celebrated its independence this year the focus of its attention was on two programmes. First was the country's progress towards the restoration of democracy. When the country was

WEALTH

Town-planning in Australia; New Zealand timber; South Africa's choice; a Pakistan anniversary

taken over by President Ayub's regime in October 1958, it was taken for granted that the mess in which the country found itself was the result of the Parliamentary system of government which failed to produce Governments stable enough to devote their energy to the country's problems rather than to keeping themselves in office. So President Ayub Khan propounded his plan of basic democracies. About 8,000 local councils are about to start functioning in the country as the base of the new constitutional scheme. In the meantime a Constitutional Commission has been in existence working on the future constitution. This commission followed the somewhat unprecedented course of issuing a questionnaire to notable citizens. It is expected that on the basis of evidence collected by this means, the Commission will be able to devise a constitution which will provide a democratic system without the undesirable features of the regime which preceded October 1958.

The second subject is the second Five-Year Plan which started on July 1. The basic economic problem may be stated thus: the average Pakistani's standard of living is low, so is the productivity of his labour and his tax contribution; he suffers by and large from under-employment, poor health and illiteracy. Accordingly the Plan aims at a 21 per cent. increase in agricultural production and a 50 per cent. increase in large-scale industry. The total cost of the Plan is estimated to be Rs. 19,000,000,000 (£1,425,000,000) of which Rs. 9,750,000,000 would be spent in the public sector and Rs. 6,000,000,000 in the private sector. Dependence on domestic resources would be to the extent of Rs. 11,000,000,000 which means a yearly average of Rs. 2,200,000,000, representing more than 10 per cent. of the total national income of the country. The country would need Rs. 6,500,000,000 worth of foreign exchange to meet the Plan commitments for the import of capital goods and technical know-how. The Plan is modest as well as ambitious, depending on whether it is looked at from the point of view of the country's need or from that of capital requirements. As the country celebrated its independence it felt confident of the future and of the ability of its leadership to develop economic prosperity.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

The picture shows a model of the mausoleum of Quaid-i-Azam Mohammed Ali Jinnah, the founder and first Governor-General of Pakistan, which is being built in Karachi. The foundation-stone for the building was laid by Field Marshal Ayub Khan, the President of Pakistan, on July 31. Another memorial to Mr. Jinnah will be a mosque

Dr. Carrington, who resigned from the Archbishopric of Quebec last month, and his wife arrive in London. The Archbishop plans to spend his retirement in Britain. Before going to Canada he worked in New Zealand and Australia

Sir Edward Asafu-Adjaye, Ghana High Commissioner in London, goes to present his Credentials to the Queen, after Ghana has become a republic

The world's first woman Prime Minister, Mrs. Bandaranaike of Ceylon, greets the President of the Senate in Colombo in Oriental fashion. She had just taken the oath of office. When she led the Sri Lanka Freedom party to victory in the recent general election she had no seat in Parliament. Since then she has been appointed a Senator

NEW AND OLD AT EDINBURGH

Features of the programmes at this year's International Festival

Beriosova dances in *Baiser de la Fée*, one of the ballets being performed by the Royal Ballet at Edinburgh

Eugen Mavrinsky is one of the conductors of the Leningrad Symphony Orchestra

Judith Anderson of the Old Vic Company is appearing in Chekov's *The Seagull*

The Edinburgh International Festival begins on Sunday (August 21) and during the three weeks until September 10 there will be a number of premières as well as performances of musical and dramatic works which have lost none of their attraction through familiarity.

Two plays and two symphonies are having their world premières. At the Assembly Hall, Sydney Goodsir Smith's historical drama, *The Wallace*, opens on August 22, and will continue throughout the Festival. The plot is concerned with the events in London and Scotland over the eight years which led to the execution of William Wallace by Edward I in 1305. Iain Cuthbertson has the role of the Scots hero and Clive Morton is his opponent, the English King. *The Wallace* is the first play to have been written specifically for the apron stage of the Assembly Hall. Production is by Peter Potter. The other world première for the stage is on September 5, when *The Dream of Peter Mann*, by Bernard Kops, will be seen at the Lyceum Theatre and run for the final week. It is a humorous and poetic allegory.

A scene from *Les Trois Mousquetaires*, to be presented by La Compagnie Roger Planchon

The two symphonies being heard for the first time anywhere are both being given by the Liverpool Symphony Orchestra, making its Festival debut, at the Usher Hall. Sir William Walton's Second will be heard on September 2 and Humphrey Searle's Third on the following evening. Another musical event is on September 9, when the Leningrad Symphony Orchestra will play Shostakovich's Cello Concerto, Op. 101. It will be this work's first performance in the West.

An opera and three plays are to have their British premières. The Glyndebourne Festival Opera, which is appearing for the full three weeks at the King's Theatre, gives its first performance of Poulenc's *La Voix Humaine* on August 30, with decor by Jean Cocteau. The plays are all historical: Friederich Dürrenmatt's *Romulus the Great* (first night August 22, at the Gateway Theatre); B. Bjornson's *Mary Queen of Scots* (first night August 29, also at the Gateway); and La Compagnie Roger Planchon from Paris in M. Planchon's version of *Les Trois Mousquetaires*. (First night August 29, at the Lyceum.)

For those who prefer well-trodden paths there is an abundance of classical music, opera and ballet, and the Old Vic company is playing Chekov's *The Seagull*, from August 22 to 27, at the Lyceum, in honour of the centenary of the dramatist's birth. The Commonwealth this year is represented by the Little Ballet Troupe from Bombay. The company of about thirty dancers is appearing for the first time in Britain at the Empire Theatre on September 2 and 3.

Iain Cuthbertson as William Wallace in *The Wallace*. Sydney Goodsir Smith's play is to have its world première at the Festival

Geraint Evans is in the title role and Oralia Dominguez sings Dame Quickly in the Glyndebourne company's production of *Falstaff*

Members of the Little Ballet Troupe of India which is giving two programmes of dances during the second week of the Festival

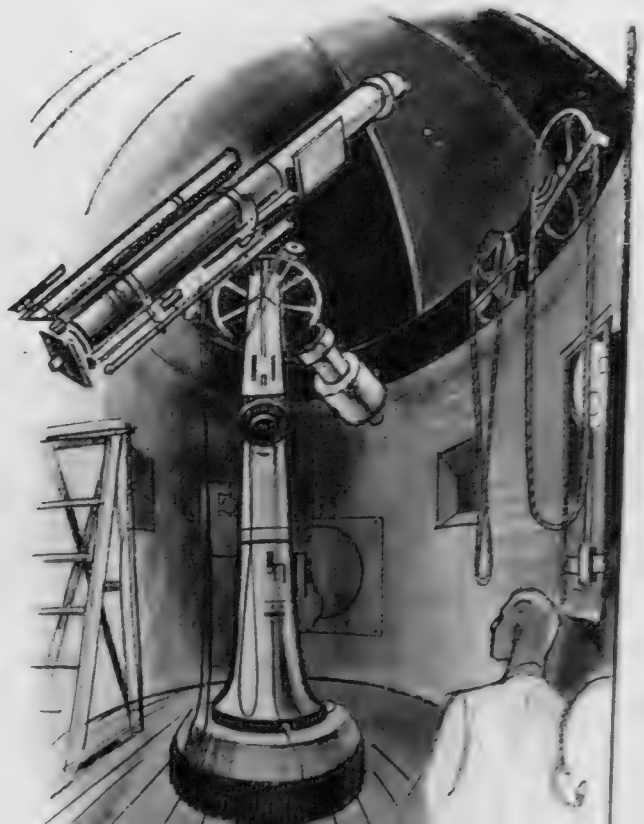
In the Observatory grounds on Calton Hill. Left is the main lecture hall, which originally housed the main telescope. Right are the temple-like monument to Professor Playfair and the Nelson Monument

EDINBURGH FROM CALTON HILL

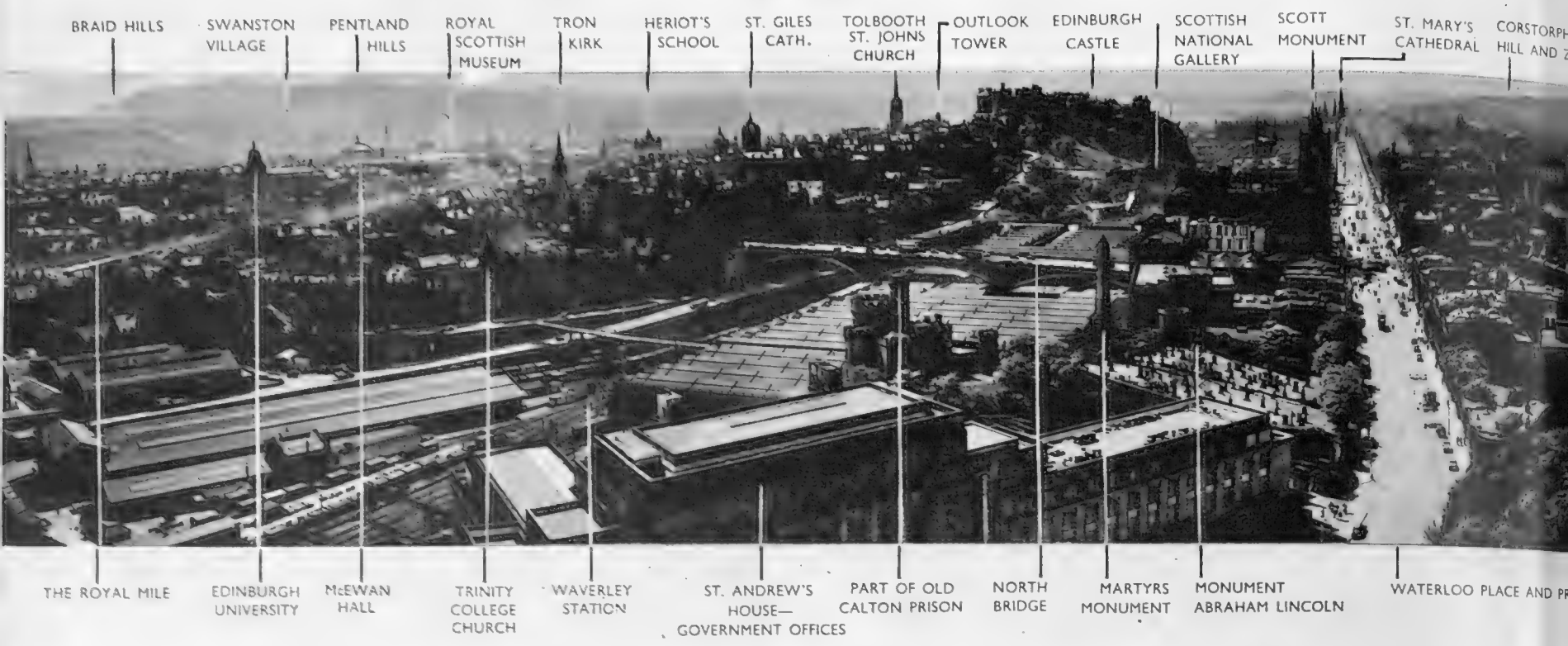
Drawings by John Mackay

About 350 ft. high, the hill provides the best views of the great grey city. As Stevenson said, " Of all places for a view, the Calton Hill is perhaps the best; since you can see the Castle, which you lose from the Castle; and Arthur's Seat, which you cannot see from Arthur's Seat." On top of the hill are various buildings, including Nelson's monument, from the top of which the panoramic photographs on the succeeding pages were taken. The most prominent building is the unfinished National Monument, started in 1822 and intended as a reproduction of the Parthenon. The Nelson Monument was of practical use to sailing ships in the Firth of Forth. Navigators used the time-ball to obtain an accurate check. At the foot of the column is a brass cannon, cast to the order of a Spanish Count da Silva in about 1600, during Spain's occupation of Portugal. An inscription in Burmese records its capture during the Portuguese campaigns in the East Indies. It was later taken by the British at Mandalay in 1886 and presented to Edinburgh for the International Exhibition in the same year.

(*Continued on following pages*)



The room above the entrance hall of the main building. One of the main attractions for visitors is the McEwan telescope. During the Festival, the observatory will be open to the public on Monday and Thursday evenings



Looking westwards, the old town (*left*) and the new town are separated by Princes Street. The old town rises to the Castle

EDINBURGH FROM CALTON HILL

The Royal Mile runs from Holyrood to the Castle, and the traditional way of making the journey is by open horse cab.

Edinburgh University. The old part was designed by Robert Adam in 1789 and completed by Playfair in 1827. The dome, surmounted by a figure of Youth, was added in 1883. Behind lie the new University buildings, dating from 1884, including the **McEwan Hall,** the University Graduation Hall, opened in 1897.

The Old Town lies to the right of the Royal Mile. Its thoroughfares are flanked by closely-packed tenement-houses, some of nine storeys.

Trinity College Church incorporates part of a church founded in the 15th century by Mary of Gueldres, widow of James II. This was moved in 1845 to make way for Waverley Station.

Tron Church received its name from a nearby public "tron" (measuring beam). Outside the church the people of Edinburgh traditionally congregate to celebrate Hogmanay.

North Bridge, first built in 1764, but completely rebuilt at the end of the nineteenth century, spans Waverley Station.

The Martyrs' Monument was erected to the memory of five Chartist reformers transported for life, and the monument of **Abraham Lincoln** commemorates the Scots-American soldiers who died in the American Civil War.

The Cathedral of St. Mary, designed by Sir Gilbert Scott, is one of the largest churches erected in Britain since the Reformation.

To the right of Princes Street, one of the world's famous thoroughfares, stretches the **New Town,** dating from the end of the eighteenth century, a series of dignified streets and squares.

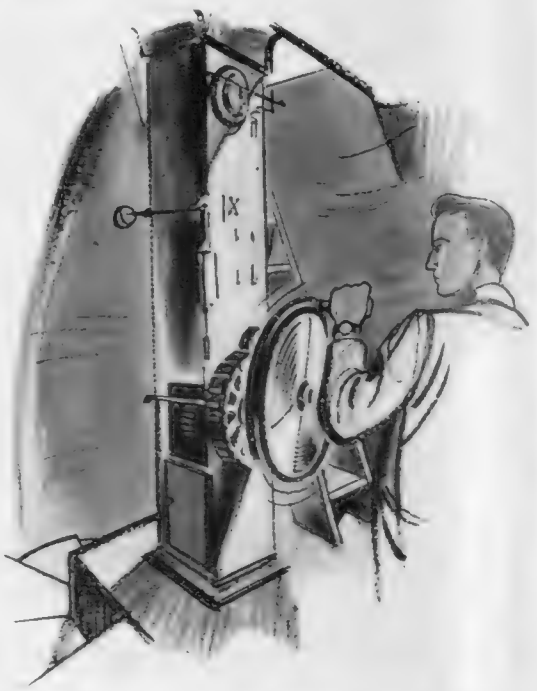
Inchcolm Island Abbey. The ruins of the Abbey of St. Columba, founded in 1123 by Alexander I. Still standing is a small thirteenth-century church.

Leith, although for centuries a separate and historical town, was included within the city boundaries of Edinburgh in 1920.

The Palace of Holyroodhouse, the chief Royal palace in Scotland, was the home of Mary, Queen of Scots. It was begun in the sixteenth century.

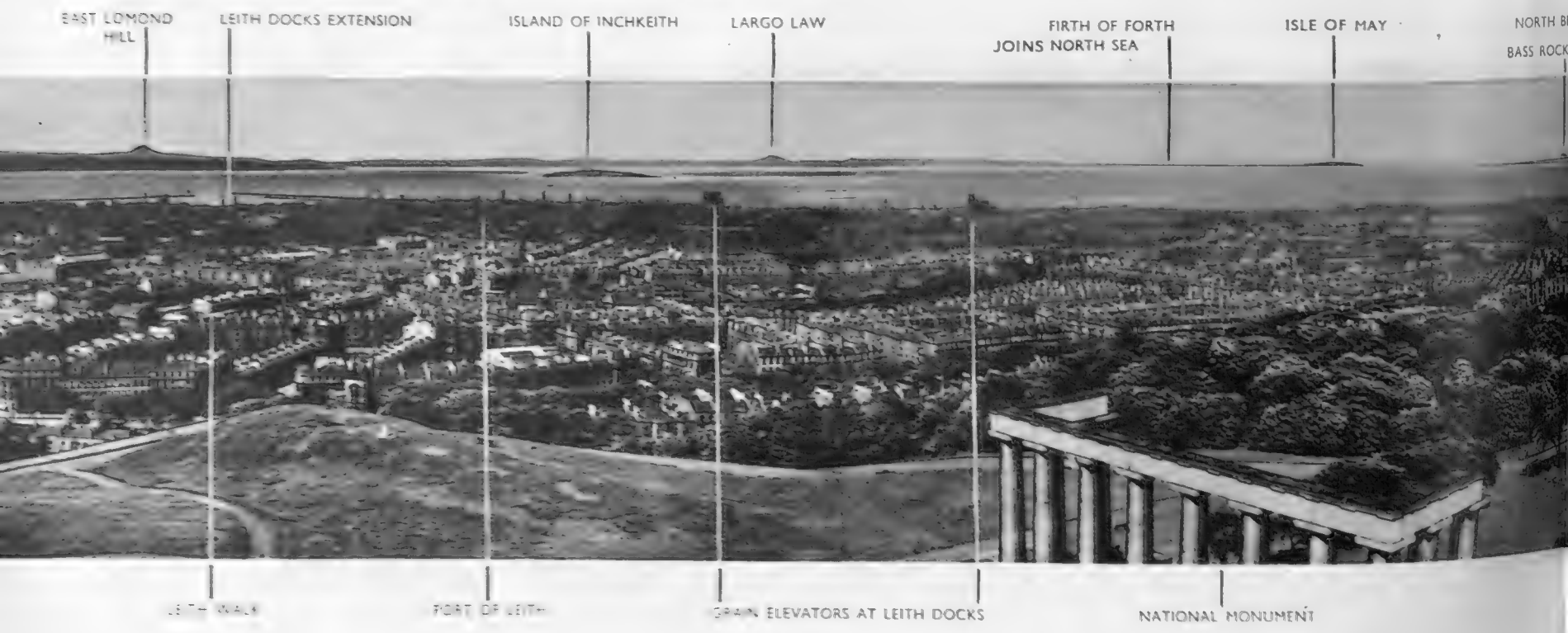
Canongate once belonged to the Abbey of Holyrood. Because of its proximity to the palace, many nobles built mansions there and it retains traces of its former magnificence.

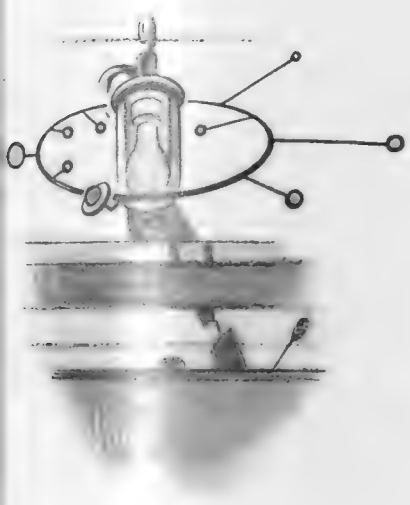
Huntly House, 1570, is the only timber-fronted house remaining in the city.



In the observatory, an apprentice checks the clock operating the dropping of the time-ball

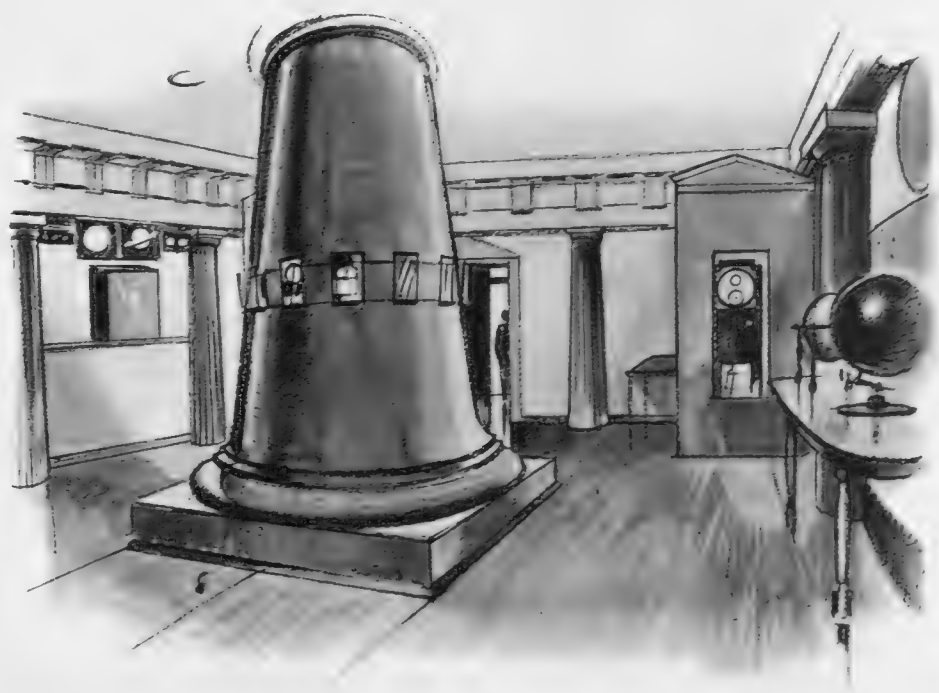
The sweep from north to east, with industrial developments stretching to the Firth of Forth



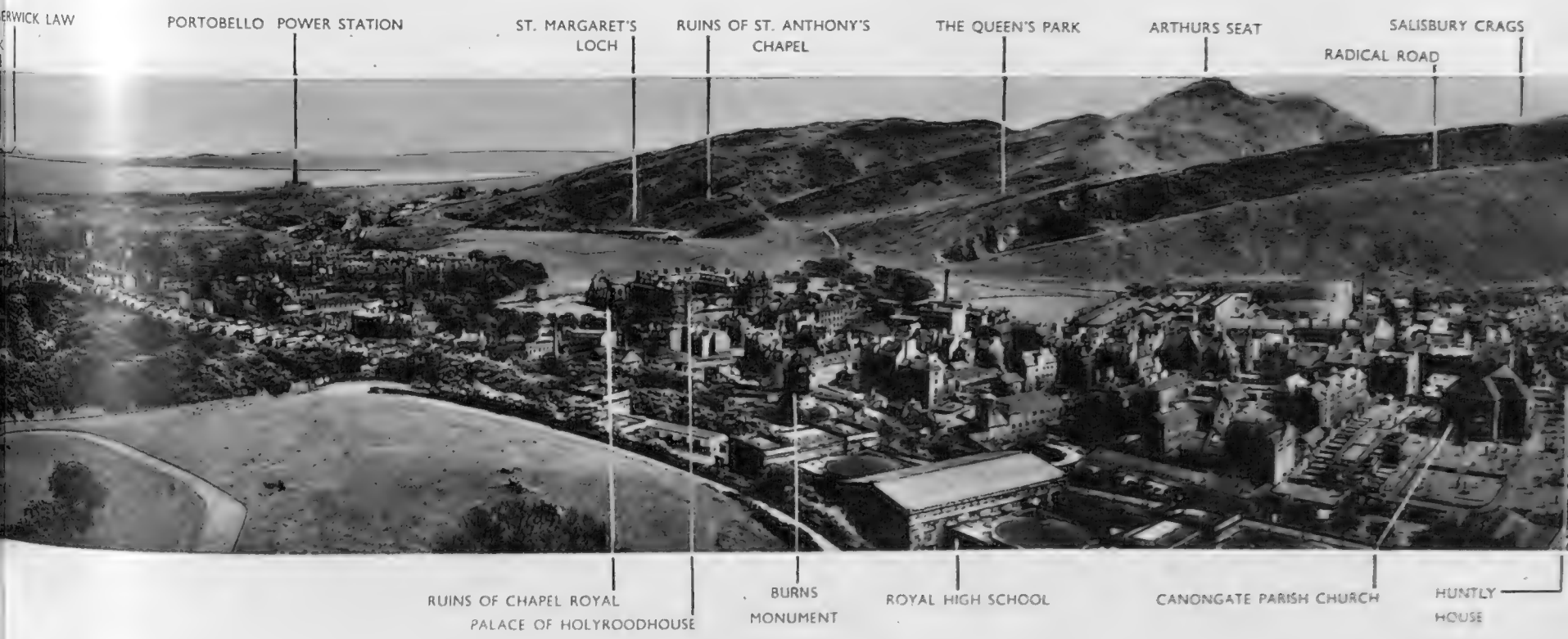


The planets in metalwork embellish the doorway [illegible] of the lecture hall

The brass cannon, near the foot of the monument, was cast about 1600



The base of the McEwan telescope dominates the entrance hall, now an exhibition room of instruments and illustrations, of the Astronomical Society of Edinburgh



BRIAN VESEY-FITZGERALD

WHAT USE ARE HORNS?

Horns are strange things. Consider their infinite variety. Even in so restricted an area as Britain, we have the long slender horns of the Highland cattle, the springing spread of the Ayrshire, the sturdy bar of the Hereford, the stubby growth of the Shorthorn, the fine glossy black and white of the Welsh, and the massive spiral of the Exmoor Horn sheep. All over the world there is this astonishing variety, ranging from the huge horns of the Indian buffalo (6-ft. long with a girth of 20-ins. at the base) to the 4-in. prongs of the Klipspringer. Not only an infinite variety in size, but an equally astonishing variety in shape. At a glance it seems obvious that horns are weapons; from the nature of the beasts that wear them, defensive rather than offensive weapons. I suppose that, given a good deal of luck, they might prove fairly effective weapons. But, if they are weapons, then they are the last line of defence; to be used only when hope has been abandoned.

The chief weapons of defence, for all the hunted hoofed animals, are protective colourings and markings, unbelievably keen power of scent and very acute hearing, and, in many cases, also great agility. The impala, a small gazelle, has been measured to cover 30 ft. in a horizontal jump. There are several species of deer who think nothing of clearing an 8-ft. fence from a standing start. There are antelopes and gazelles who can run at 60 miles an hour, there are several species of gazelle capable of 50 miles an hour, and several species of deer which can attain around 40 miles an hour. True, a lion is said to get up to 50 miles an hour in its short final charge, but, even so, it does seem that horns as weapons of defence are rather superfluous.

Antlers would seem to be even more superfluous. Possessed only by deer, they are also horns: the difference is that they consist of solid bone and are shed annually, whereas the horns of cattle and antelopes consist of a core of bone over which lies a sheath of horn, and are never shed. Here again, we find infinite variety in size and shape: for instance, within the British Isles, the antlers of the red deer, the fallow deer, the roe deer. No doubt they can be effective weapons, given a good deal of luck; but, remembering the other powers with which deer are gifted, they, too, can only be of value as a last resort.

If you watch two stags fighting during the rutting season, you can only come to the conclusion that antlers get in the way and do remarkably little damage. The fight almost invariably degenerates into a shoving match. Moreover, antlers must impose an enormous strain upon the owner. Those of an elk may be more than 5 ft. long, those of a moose may have a spread of more than 6 ft.: and these things have to be grown afresh each year. They must absorb much of the stag's energy. As to weapons: well, the stag is without them for a good part of the year and manages to get along just as well. They are beautiful adornments, ornamental rather than useful.

But, for man, horn was once useful as well as beautiful.

Horn, as of a substauns more estimable . . . being neither as churlish in weight as mettall, nor so froward and brittle as stone, nor yet so soily in use, nor rough to the lips as wood is; but lyght plyaunt and smooth, that with a little licking will allways be kept as clen as a dy. Wear it not indeede that horns bee so plentie, horn-ware I believe would be more set by than it is.

("Stone" refers to pottery.) I do not know who wrote that, but all he has to say about horn is true. All, that is, save the last sentence, and that was true in his day. To-day, though all the rest remains true, horn is far from plentiful. In medieval times it was indispensable since it was used for drinking-glasses, cups, spoons, combs, musical instruments, powder-boxes, and a hundred other things, including medicine. I suppose that the increasing use of glass and silver was the first serious blow to the industry, but there was plenty of horn in use when I was a boy and still plenty of horn works. In the north and in Wales, horn spoons were commonly used, and I can remember seeing horn scoops in grocers' and chemists' shops. It must, indeed, have been ideal for such purposes, for it does not absorb flavour nor does it lose its surface. Moreover, it will last for years, never bending with heat, nor warping, nor splitting with cold.

I remember, when I was a boy, being taken to a horn works near Chester by my grandmother. I cannot remember that there was in the building any specialised apparatus; I can remember a boiler and a press and a circular saw (or believe that I can); and I suspect that working in horn is very much a matter of the skill and knowledge of the craftsman. Certainly, it was a craft which ran in families, the skill being handed down from father to son through many generations. But I do recall very clearly my grandmother's horn spoons, of which she was inordinately proud.

I remember particularly the spoons for table use. They were very light in weight and almost transparent: and so highly polished that against the dark black wood of the dining-table they gleamed, catching the candle-light, the soft amber of the harvest moon. My grandmother had sets of spoons, carefully matched. There were even horn egg-spoons (and I know two old ladies to-day who will not eat an egg with anything but a horn spoon, maintaining that metal spoils the taste). I remember a set of long slender spoons, silver-mounted, which were kept in a case and never used, though I do not suppose that they were of any particular value. She had, too, a fine horn-handled carving-knife and fork, which I still have and still use occasionally, though the blade of the knife is now wafer-thin. These horn-handles are made from rough deer antlers and they provide a sure and firm grip. The spoons, of course, would have been made from cattle horn.

All this has been brought to my mind because I have been trying to buy a shoe-horn. I have a shoe-horn, but one is really not sufficient for a household, and mine has been borrowed (and mislaid) so often that finally I decided to give the house one. I have been unable to buy a shoe-horn, and I have tried every shoe-shop in the neighbourhood. In two of them the teenage assistants stared at me in astonishment. It was apparent that they had never heard of such a thing: shoe-horns were before their time. (Since this rather shattering experience I have learned that there are now only two horn works left in England: I hope that there are more, but I have been able to trace only two.) You can buy shoe-putter-onners (the technical term, I understand, is "shoe-lift"), which follow more or less the traditional shape, but which are made of some composite or plastic in a wide assortment of fancy colours. But a shoe-horn: no. I have bought two shoe-lifts. Why two? I am putting my shoe-horn in the cabinet with my other curios. It ought to be worth something pretty soon.

A. L. Garstin of Cheltenham is run out for 0 in the match against Haileybury and I.S.C. at Lord's

P. R. Cleland, of Cheltenham, is caught in the slips by M. A. Freedman

The bowler of the match—Freedman

PUBLIC SCHOOLS CRICKET

CHELTENHAM v HAILEYBURY

Haileybury take the field

Cheltenham take the field

Cheltenham had an unhappy match at Lord's against Haileybury and I.S.C. The two-day game was played under overcast skies and was interrupted by rain. Batting first after a three-quarters-of-an-hour delay, Cheltenham scored 28 without loss before drizzle set in again. The wicket itself was covered but the outfield became extremely slippery. After lunch, the score reached 42 before a wicket fell, but then there was a slump and Cheltenham were all out for 109. Most of the damage was done by M. A. Freedman, a slow left-arm bowler, who took 5 for 22.

When Haileybury went in, it became clear that their batsmen, D. L. H. Patterson and D. R. Brett, did not mean to allow the good work of their bowlers to go to waste. When play ended for the evening, Haileybury were 67 for none. They carried on in the same way the next morning. By the time the partnership was broken, runs were more important than wickets to Haileybury. Their innings ended at 214. The disasters were by no means over for Cheltenham. In their second innings, they slumped to 16 for six and only a rearguard action by the tail-enders averted total calamity. In the end Haileybury won by an innings and 11 runs.

This is the last in our series of Public Schools cricket for this season. It will be resumed next summer. In the autumn we shall begin a weekly feature of Public Schools football

D. L. H. Patterson (Haileybury) hits a 4

M. R. de C. Sadler, the Cheltenham captain, gets a single

N. Crichton (Haileybury) is bowled by P. J. Wilson

GABOR DENES

YACHTING

The picture on this page which shows the start of a race during last year's Cadet Week at Burnham-on-Crouch makes it easy to understand why such experienced organisers as run this event have found large numbers of starters unmanageable. (They had over 160 entries last year.) It must have been most difficult, if not impossible, to ensure a fair start under such conditions, and something had to be done.

This year entries have been limited to 120, and things are arranged in such a way that the maximum number of starters have never exceeded sixty. To get the entries down to the desired limit, priority was given to the first forty boys and the first ten girls from last year's event, and the remaining places were filled by the so-called reserves, up to three entries from each squadron (there are sixty-six squadrons of which about fifty are in Great Britain), with the proviso that all foreign entries should be admitted.

On the first two days of the week, which started on Monday (August 15), the entries were divided by alternate sail numbers into two fleets of sixty boys each, and for the rest of the week the top thirty from each fleet sailed together as Division I, and the bottom thirty from each fleet as Division II, leaving five races for the winning of the points trophies, the Yachting World Cadet Trophy for Division I and the Dyball Trophy for Division II. The International Cadet Class now numbers over 3,000 sail, and it is gratifying to see that a British idea such as this "junior" racing dinghy designed by Jack Holt and promoted by the Editor of *Yachting World*, has spread all over the world, including countries behind the Iron Curtain. In this year's Cadet Week there were entries from Belgium, France, West Germany, Italy and, for the first time, two entries from Poland.

The same problem, that of overcrowded starts, has faced the National Enterprise Association, who are holding their Championship event in Plymouth Sound next week. Another of Jack Holt's designs, the Enterprise dinghy, was launched in 1956, and in just over four years the class has grown to the unprecedented number of over 5,000 boats. The record of its championship events gives some idea of the development, although a large proportion of Enterprise owners do not go in for serious racing. In 1957 the Class Championship at Burnham-on-Crouch had twelve entries, which grew to fifty-six in the following year. Last year at Poole 106 entries were received, and in order to anticipate trouble, this year's entries are restricted to 110, not to include overseas competitors.

Priority was given to the first twenty finishers in the last championship, and to the first five in each of the six area championships held last year. The rest of the entries were accepted by rotation among those received before a closing date in February. This resulted in a considerable waiting list of would-be competitors, who are hoping to step into the places of any accepted entries unable to compete. Although the meeting fills a whole week, the first two days are taken up by "practice" races, and there are only three races, from Wednesday to Friday, each with its own Trophy. The results count for the Champion's reward, the News Chronicle Gold Trophy. With many social functions, this is going to be a friendly and leisurely week, to be enjoyed by contestants and their families as part of their annual holiday. The Port of Plymouth Sailing Association and the Royal Plymouth Corinthian Yacht Club are responsible for the organisation of the meeting.

Cadet Week at Burnham-on-Crouch, 1959

Enterprise dinghies taking part in this year's Putney to Tower Bridge Race

A view over the Thames Valley. Driving off from the first tee

Mr. J. F. Pearce, Captain T. G. C. Percy, R.N.; and Mr. N. Bennett

BRITAIN'S GREAT GOLF CLUBS

TEMPLE

Placed neatly in a triangle of roads, leading to Henley, Marlow and Maidenhead, the course is only thirty miles from London, amid the trees and fields of the Thames Valley. The subsoil is chalky and porous, enabling the course to be played at almost any time, even if there has been a heavy downpour. Founded in 1909 by members of the Brigade of Guards, the holes were laid out by the late Willie Park. They are so designed that although on a hillside, little climbing is necessary. There are few bunkers, but those that do exist are well placed for the inaccurate shot. A number of the greens present tricky problems, since they are full of concealed slopes. It is the policy of the club to keep the rough and semi-rough under control and thus to cut down time wasted in searching for lost balls. Temple has a fine practice pitch giving the professional, T. H. Cotton, and his assistants, plenty of space in which to give lessons. The club prides itself on its club house perched high above the Thames Valley, looking out over the trees to the Chilterns. Many of the club's servants have been there for many years—the green keeper for thirty years, and the caddy master for twenty-five years. The length of the course, which needs very accurate play, is 5,962 yards, the standard scratch score being 71.

Next in this series will be Royal Wimbledon Golf Club in our issue of August 27

Mr. C. G. H. Stevens, captain of the club; Mr. H. A. Ellis; Mr. D. Olins; the Hon. Patrick Campbell; Mr. W. W. Watson; Mrs. R. Burns; Major T. B. C. Piggott and Mr. S. Burns

Mr. H. Coxhead; Mr. J. N. Dobbin; Mrs. M. M. Pearce; Dr. J. Freeman; Mrs. B. Fisk; and Mr. J. L. Fisk

Caddymaster Jim Read, and E. J. Roshier, who is the head greenkeeper

Dr. J. Freeman, a past captain of the club, watches Mr. S. Kaye

BOOKS

SEASIDE CONCERT PARTIES

A poet in India; Frank Swinnerton's new book heads this week's varied fiction

You may think of Mr. Clarkson Rose as the last of the actor-managers, as the owner and animator of the perennial show, *Twinkle*, as the brightener of many otherwise dull summer afternoons on the sands, or as the encouraging genius behind some now great names in show business. He is all these things, but he has another distinction, too. He was elected—unopposed—as King Rat of the Grand Order of Water Rats, and Royalty itself appreciates that particular honour. Now he has written a cheerful, spontaneous history of concert parties in his particular *genre* and has called it, very properly, BESIDE THE SEASIDE (Museum Press. 18s.). In the foreword which the late W. Macqueen-Pope, that admirable historian of the English theatrical scene, contributed shortly before his death, he wrote: "As my own curtain speech I want to salute all those who have been Nigger Minstrels, Pierrots and Concert Party Performers. I regard them as the salt of the earth—the cream of their Profession." Mr. Clarkson Rose's expansive and largely nostalgic book has much of the character of a salute, too, whether he is writing of the beginning of it all: George III being entertained at Weymouth, or of some of the many big names which first were heard on piers and beaches. Leslie Henson was one of these, so is Arthur Askey, and so are Stanley Holloway, David Nixon and Tony Hancock. This very specialised, light-hearted and wholesome type of show has provided us with some fine stars, and it remains, I am happy to say, a firmly based institution.

In every possible way, except that both are communications of mainly personal experiences, the next book differs from the last. Mr. Dom Moraes, poet and youngest-ever winner of the Hawthornden prize, went back to India, the country of his birth, on a visit of a few months. GONE AWAY (Heinemann; 18s.) is the journal of that voyage and it is as fascinating as it is funny. Here you will find no statistics and very little of the practised summing up of political moods and movements. On the other hand, you will find one or two hair-raising incidents, touched on lightly and utterly without comment, many deliciously comic moments, and on every page the felicitously chosen word and the fresh phrasing of a writer to whom language is vitally significant.

Mr. Moraes flew first to Bombay, where he joined his father, a distinguished editor, then went on with him to Delhi, where the poet had an odd but friendly little interview with Nehru, visited friends, drank a good deal too much and gave an impassioned lecture on Anglo-Saxon poetry. He flew to Nepal to visit a feudal lord of the type who, until nine years ago, had absolute power of life and death over his subjects. Before that, Mr. Moraes had already had a lively interview with the Dalai Lama. After Nepal and Calcutta, Mr. Moraes went up to Sikkim, that remote state on the Tibetan border, where visitors are scarcely encouraged and visiting writers are rare indeed. Surviving the rigours of that expedition, he started on a chain of homeward flights which were to bring him to London and to the writing of this unique book. As he writes himself: "It may be too personal; but I hope, and I think, that that may be a good thing, because perhaps it makes the work more true." And with that I would agree most warmly.

LENI RIEFENSTAHL, once the official director of Nazi spectacle films, is seen in Munich with Derek Prouse. He is the interviewer for the B.B.C. Television programme Cinema To-day. Leni Riefenstahl, who was born in 1907, may be directing a film in Britain shortly. Her best-known film is *Olympische Spiele*, the official record of the 1936 Olympic Games in Berlin

The list of this week's novels is headed, in more senses than one by Mr. Frank Swinnerton's THE GRACE DIVORCE (Hutchinson. 18s.), the third volume in a sequence dealing with the more or less contemporary scene and beginning, in this case, in 1937, with a charming and kindly woman who, in middle age, is contemplating a second marriage. Mr. Swinnerton's most endearing talent is perhaps his own kindliness of expression, for, although it never affects the acuteness of his perceptions and judgments, it does tend to give his work the sort of glow which one sees in a Claude Lorrain landscape. And that is not the kind of glow which is visible every day of the week.

His new story is concerned with Mrs. Grace, then, and with the decision she must make, but its focus moves imperceptibly until the reader is watching the decisive moment occurring in the lives of her grown-up children who mean so much to her. Only a writer of Mr. Swinnerton's calibre could manage a shift of interest of such subtlety, and not many writers could invest it with so high a degree of tension and expectancy. On one level this is a comfortable, almost a cosy tale of family exchanges; on another it is a wise and humorous study of a mature woman.

TWICE LOST (Heinemann. 16s.) comes from the magical, strange land of Miss Phyllis Paul's imagining and is another proof—the most certain so far—of the brilliant nature of her gifts. Every character in a book by this writer is a fresh creation. None of them is a stock piece and none of them is commonplace. Yet there is nothing other-worldly about them. They are sharply illuminated by her sense of the dramatic, and just as sharply delineated. The mystery and half-lights said

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AMERICAN DILEMMA

An explanation of U.S. foreign policy

In one of his first public statements after becoming Foreign Secretary, Lord Home stressed the vital importance of the Atlantic alliance. No sensible person will disagree with him. But, it must be admitted, there are times when the behaviour of the State Department in Washington is exasperating to the British. The reasons for this lie in the past more than in the present, as Louis J. Halle points out in his AMERICAN FOREIGN POLICY (Allen and Unwin. 25s.). He sub-titles his book *Theory and Reality* and shows that at many periods of history there has been conflict between the two concepts in the behaviour of the United States. For instance, isolationism was proclaimed in the nineteenth century. Nevertheless, Washington sometimes felt it a moral duty to intervene in world politics. "Throughout our national life," writes the author, who at one time served in the State Department, "we have been like a young man who cannot decide whether to enter the political arena or to retire into a monastery and forget this wicked world." However, in his conclusion he makes it clear that America has now accepted the reality that she must be a leader to the rest of the world and not remain out of it. This is by no means a dull text-book but a readable volume, written with a light touch.

Father Charles Hooper is an Anglican missionary, who was born and bred in South Africa. In 1957 he was sent to Zeerust, near the Bechuanaland border, and the area of his mission included the reserve for the Bafurutse tribe. As a priest he was one of the few white men permitted into the reserve. The main part of his story in BRIEF AUTHORITY (Collins. 21s.) is concerned with the effect on the Bafurutse women of the imposition of the Pass Law making it compulsory to carry the voluminous Reference Books. Indignation soon turned to anger. There were demonstrations, riots, clashes with the police and security forces. As pastor of his flock, Father Hooper found himself drawn more and more into the conflict on the side of the natives. Eventually he was banned from entering the reserve. The author writes with careful restraint in presenting this grim and tragic record.

The name of Alan Ross needs no introduction to followers of cricket or to those who enjoy good English prose. THROUGH THE CARIBBEAN (Hamish Hamilton. 21s.) will please both groups. Mr. Ross records the M.C.C. tour of the West Indies last winter. There are no sensational revelations. For instance, the incident of the riot of bottle-throwing in the Second Test is kept in its right perspective. In between the cricket matches the author moved about the West Indian islands, observing with a percipient eye both people and places. Here is a combined sport and travel book, a volume of an unusual kind. There are also many excellent photographs.

ENGLISH EXCURSIONS, by Geoffrey Grigson (Country Life. 30s.), is a slightly misleading title, as the author himself admits. It should really be excursions by an Englishman, for this is a series of essays about places not only in England but also in Wales, Italy, France and America. Plentiful illustrations enhance the text, which should make pleasant reading on a journey or in bed. In the chapter on Salisbury Cathedral there is an error of fact. The spire is not the third but the fourth highest in Europe.

Painting and antique furniture have for long been favourite fields for exploitation by fakers. How astonishingly successful they have sometimes been is demonstrated in FORGERS, DEALERS, EXPERTS, by Sepp Schüller (Arthur Barker. 30s.). He has written a fascinating survey, which is also a warning to collectors to obtain the best expert advice before expending a large sum of money on any work alleged to be by a master.

C. D.

to be found in Miss Paul's work are there indeed, but they are conditions that the writer has contrived and imposed; they are not, in other words, the fuzzy edges and confused outlines of a writer slightly confused as to her *own* intention. The story deals with the disappearance of a little girl from a country village, her apparent finding and her second losing. As a mystery it seems impenetrable until its odd solution, if solution is the exact word, for the final sensational pages. As before, this is not a novel with a wide, Gone-with-the-Wind-ian appeal, but it is, most emphatically, a book to recommend. As Dame Rebecca West writes of Phyllis Paul: " She has been neglected because she is disconcerting in her close relationship to an age of greater imaginative power than our own."

New Guinea, Australia and New Zealand are the scenes of the next three books respectively, beginning with Mr. Jon Cleary's NORTH FROM THURSDAY (Collins. 16s.), which is concerned almost equally with the unquiet loves of a young Australian and the girl who has come out to him from Prague; and with the state approaching civil war in the interior of the country. Mr. Cleary has a considerable gift for narrative, keeping his plot spinning and developing with great sureness, and, as far as the reader is concerned, achieving a greater success with action than with contemplation. But a story-teller, or one as good as this, is such a welcome manifestation in the business of fiction that perhaps one shouldn't cavil at all and simply settle down, as I did after a bit, to the straightforward enjoyment of a darn good tale.

THE ROARING DAYS (Macmillan. 16s.) has another young Australian as its narrator, for this yarn of adventure, love and high jinks is told by a son lately returned from England, but it is in the main the story of his father and the high, wide and handsome days of Australia some fifty years ago. The son tells the tale as his father told it to him, but, as a sort of preface, the younger man explains a few things to those readers who may not know his country too well. The first thing is the Australian bushman's ideas on equality: " He doesn't want any English lords . . . coming out here trying to be equal with him." The second is the bushman's tenet of faith about sticking to his mete, not a woman in this case. And the third is the advice that one should get rid of any ideas about the men of the Outback being silent, thoughtful blokes who keep their mouths shut. " That 's only on account of the flies." Mr. Donald McLean's book has immense verve and pace and is written in a style which admirably suits its lusty content.

SLEEP IN THE WOODS (Hodder and Stoughton. 16s.) is a romantic but well documented reconstruction of the days of the early settlers in New Zealand and of their conflict with the Maori inhabitants. It is a story, too, of the collapse, or, rather, the gradual elimination of the rigid social and caste distinctions which the settlers had packed with their luggage as they set out from Scotland and England. Dorothy Eden, herself a New Zealander born and bred, writes about her country with a certain tenderness, not to be confused with sentimentality, and has made a very attractive thing of her tale of love, wars and hard work.

There is a splendidly sane woman in Mr. David Karp's novel, THE SLEEP-WALKERS (Gollancz. 13s. 6d.), who brushes her way through the thickets of fantasy, big talk and just plain lies which surround the theatrical office in which she works. One of this clear-sighted girl's utterances is that God made man in a neurotic moment and woman in a practical afterthought. And another, that women are liars but they stay sane through much more than men can. To her, everyone she meets is a sleep-walker, and Mr. Karp has told his story with great wit and metallic lustre to prove her point.

Vernon Fane

May Day entertainment—St. George and the Dragon. Right, Queen Elizabeth (Anna Pollak)

The Earl of Essex (John Hargreaves) bows before Queen Elizabeth. Left is Joan Stuart as Bessie Throckmorton

MERRIE ENGLAND

At Sadler's Wells

Edward German's patriotic operetta, first performed in 1902, is being given until September in a production adapted to modern taste by Denis Arundell. Set in Windsor in the reign of Elizabeth I, the story is based loosely on fact, interpolated with spectacle. There was much praise for Anna Pollak singing the role of the Queen and for Denis Dowling as Wilkins. It is a welcome opportunity to see the " Yeomen of England " stride onto the operatic stage again.

The baker, tinker, butcher and tailor with, right, Wilkins (Denis Dowling)

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir John Howard

At the age of twenty-six, Sir John Howard founded John Howard and Company Limited, civil engineering contractors, of which he is chairman and managing director. From the first small contract in Poole, Dorset, the company, largely through Sir John's determination and drive, has grown to a large organisation carrying out major civil engineering projects in many parts of the world. It is constructing the new military base in Kenya and, with another British firm, the largest man-made harbour in Africa at Tema in Ghana. The company is responsible for the recently-finished Kingsferry Bridge and for civil engineering work on the new Forth Road Bridge, a contract worth over £2,500,000. Sir John Howard was born in 1901 and was educated at Bedford School. He married in 1931 and has three sons and a daughter. A keen Conservative, Sir John has been a constituency chairman, a provincial area chairman, and is at present vice-chairman of the National Union of Conservative and Unionist Associations, chairman of the Conservative Party's National Advisory Committee on Publicity and Speakers, and treasurer of the Eastern Area of the Conservative Party. He was knighted for his political services in 1954. Sir John is a member of the Institution of Civil Engineers and was recently elected Master of the Worshipful Company of Tin Plate Workers alias Wire Workers, in the City of London. He lives at Box End, Bedford, and his recreations are shooting and golf.

SELLING TOBACCO TO BRITAIN

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

In a business where the intangibles of sales appeal can be almost everything, one takes a considerable chance in doing anything to alter a brand image. When John Player and Sons this summer introduced a new top-opening pack for their famous cigarettes, to celebrate the brand's sixtieth anniversary, as an alternative to the familiar slide-opening packet, they retained the bearded sailor registering trustworthiness through the lifebelt, that smokers have grown up with. Until they are sure how their customers react to the change, they are not announcing any firm decision to replace the old pack with the new. The largest sales of any full-size cigarette—which Players, following after the smaller Woodbine and probably just ahead of Senior Service, manages to maintain in its seasoned maturity—are not to be toyed with lightly.

The life-span of the Players brand is not far short of encompassing the whole period during which cigarettes have been a really significant element in tobacco sales in Britain. They only began to become popular at all during the 1890's; when Players were first launched in 1900, cigarettes amounted to less than an eighth of the tobacco which was consumed in this country. At the turn of the century, the manly thing was to smoke a pipe. (Indeed, it remained a sign of manliness, for adolescents who wanted to feel they were men, until quite recently; biting on a pipe gives an agreeably firm outline to the jaw. Adolescents of to-day, however, seem to attach less importance to firmness; and among those who do smoke, fewer smoke pipes.)

In 1900, however, total sales of tobacco in all forms were only about a third of the volume of to-day; and the 75,000,000 lb. of tobacco goods other than cigarettes sold in that year marked, as it happened, their peak volume. Since then the expansion has been all in the cigarette market. By the end of the First World War these amounted for half the tobacco goods sold; by 1929, they exceeded 100,000,000 lb. alone; by the end of the Second World War, they were double that. But 1946, for a time, marked the peak for cigarettes, in their turn. In 1947 Dr. Dalton increased the tobacco duty by more than half, raising the price of a packet of standard-sized cigarettes to 3s. 4d., and turned down sales of cigarettes (with an even greater effect on sales of other tobacco). As smokers know, the duty has never gone down; but since then incomes have continued to go up, and by 1950 sales had turned up again.

The growth in smoking, during the last decade, has been fairly steady, in spite of three more increases in duty; but it was not until 1957 that the amount of tobacco smoked in cigarettes reached the 1946 level again, and total sales of tobacco were not back to that 1946 peak until last year. So when Mr. Heathcoat Amory put another 2d. a packet on cigarettes this April there were a few doubts expressed in Parliament and the trade whether he might not at least level tobacco consumption off again. The Chancellor did not seem to share these fears; like so many of his predecessors, he was confident of the resilience of sales of this popular indulgence which, within limits, seems almost in the economist's jargon "inelastic to price." (It has often been observed that if smoking did not exist, Chancellors of the Exchequer would have been at pains to invent it.)

Does this irresistible capacity to increase sales, surmounting what now amounts to a purchase tax of some 425 per cent., represent an equally irresistible prosperity for the tobacco industry, and a rosy future of continued growth? According to the trade, no: such an assumption is a good deal too simple. One has to set the increase in smoking against the increase in incomes and in consumption of other things; moreover, it is important to note who is doing the smoking.

Cautious men in the trade will point out first, that the rise in consumption of tobacco is little more than the rise in the population; cigarette smoking per head (measured against the whole adult population of potential buyers, not against the numbers who actually do smoke), has no more than held its own. As an element in total spending, tobacco's share has fallen. Moreover, within the adult population, some recent surveys suggest that there has actually been a slight decline in the proportion who actually do smoke (from 74 to 72 per cent. of men, and from 40 to 39 per cent. of women); and the ominous conclusion drawn from the figures of smoking at different ages by one expert in the trade was that in ten to fifteen years smoking might have dropped off really sharply in Britain because young people were not taking it up nearly as generally as some years ago.

What is clear, at any rate, is that the tobacco business is to-day in a state of considerable turmoil, with sharp competition between the leading brands, the introduction of a number of new brands by the big and medium-rank manufacturers, and very varied opinions about how far what has been called in the United States "the filter revolution" will go in Britain. This is an industry of great sophistication in its approach to marketing; significant makers, to compete at all, need to have brands in each of the main grades, and substantial ones are likely to hedge their bets with a number of overlapping and within limits genuinely competing brands in each grade, in order not to miss any foible of preference in smokers' taste. Moreover, it spends as an industry some £5,000,000 a year on advertising: and a great deal has to be spent on promotion to launch any new brand.

To-day filter cigarettes make up about as much of the total cigarette market in Britain as cigarettes did of the tobacco market here when Players were introduced in 1900—some 12 per cent., rising rapidly. They have accounted for most of the increase in cigarette sales in the past five years; the main brands of plain cigarettes have altogether about held their sales, but there has been some dropping off in sales of the less popular brands (which had thrived mainly in the era of restriction on the main brands up to about 1955). This share of the market for filters is what the United States had reached in 1954; to-day filters account for about half total sales of cigarettes there.

The filter revolution in American smoking is popularly attributed to fears about lung cancer; the statistical correlations between smoking and cancer have gained perhaps more credence there than here, as witness a somewhat curious lawsuit a week or two ago, when it was held that smoking did contribute to the death of a smoker from this disease,

Preparing leaf for manufacture in a tobacco factory

but that as nobody could have known this at the time he contracted the disease, the cigarette manufacturer was not liable.

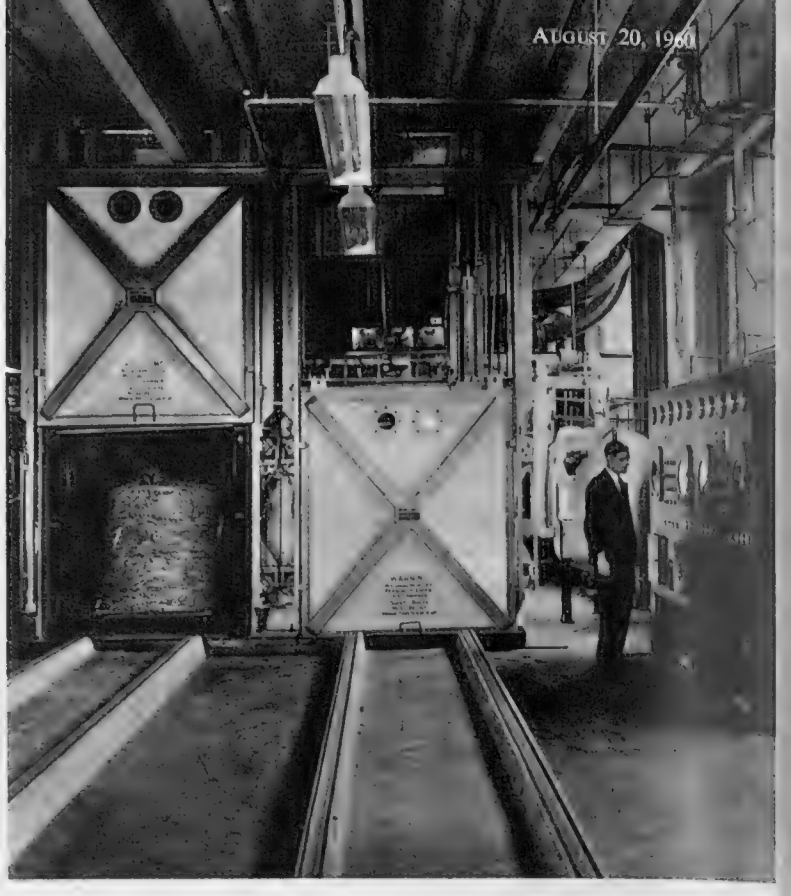
In Britain there has been quite enough publicity to make what point there is in the correlation between smoking and cancer: but it does not seem to have affected the phlegmatic British smoker much. The slower rise of filter cigarette smoking here is put down by the trade, much more prosaically, to the fact that filter cigarettes are cheaper. In Britain tobacco is dearer than in America, and accounts for more of the cost of a cigarette; so the tobacco saved by making the last half to three-quarters of an inch out of filter wadding gives a more useful saving in price here than there.

Within this big business, which yearly takes about £300,000,000 for itself and nearly £800,000,000 for the Exchequer, the leading companies are big, too. There are more than 150 brands of cigarettes in Britain, but the eight leading brands account for well over half of total sales. Imperial Tobacco is credited with some two-thirds of the British market; this dominating position is also the most vulnerable, and in recent years this share has been eroded by close contenders such as Gallahers. Carreras-Rothmans and Wix (once again pushing sales of Kensitas with gift coupons) are sizeable medium-weights, both doing well out of the growth of filter sales. The more filter sales go on rising, for the present, the better chances it will give these smaller competitors.

The tobacco industry is still, as it happens, being investigated by the Monopolies Commission; and there are certainly elements of bigness in the business. But to the outsider it looks one shot through with competition of various kinds; between cigarettes and other kinds of smoking, within which pipe smoking is dropping off sharply and cigars and snuff, though relatively doing better, are insignificant; between plain cigarettes of one size and another, and filter cigarettes (though not yet, as in America, flavoured with rum); and between many brands. It is a pattern of competition, incidentally, towards which your correspondent can claim a rare degree of impartiality, apologising for any solecisms in the foregoing that may have offended the palate of the devotee; confessing himself, and hoping that it need not disqualify him from talking about this fragrant business, a non-smoker.

(*Further pictures on following pages*)

Having arrived from the bonded warehouses, the casks of tobacco are opened

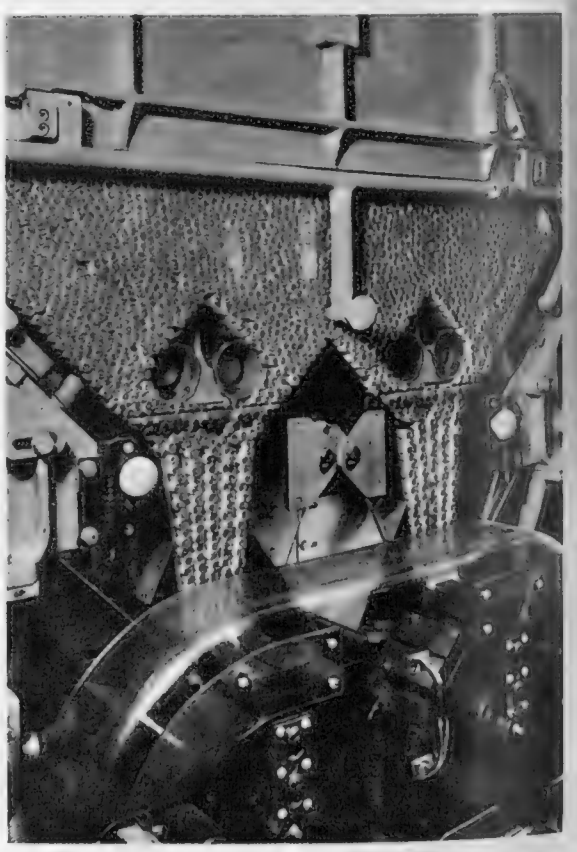


Tobacco is made pliable in Guardite moistening machines

The stems of the leaf are removed by machine

TOBACCO MANUFACTURE IN BRITAIN

At the factories of the Imperial Tobacco Company



The hopper of a packing machine

At work in the cigarette-packing room

Feeding the leaf into the stemming machines

Prepared plugs of Cut Golden Bar pipe tobacco are packed into a steam-jacketed press

Spun into a rope, rolls of pipe tobacco, weighing a pound or more, are treated under cold pressure

Bars of Navy Cut pipe tobacco are sliced into flakes. Various sorts of pipe tobacco are produced by the Imperial Tobacco Company. Its two biggest branches are John Player and Sons, and W. D. and H. O. Wills of Bristol.

Spinning "Three Nuns" tobacco

Packing flake tobacco into tins

MOTORING

RE-STYLED SALOONS

The new Vauxhalls; fuel cells and solar cells

By **COURTENAY EDWARDS**

The Vauxhall 6-cylinder models, the Velox and Cresta, have been given a new, bigger engine of 2·6 litres and the 1½-litre Victor models have a bigger rear window, a new radiator grille, modified flutes along the side of the body, a redesigned instrument panel and a new range of colours. These are the new models which, when news of their coming leaked out to the general public a few weeks ago, helped to cause one of the most remarkable upheavals the British motor trade has experienced for a long time.

I refer to the decision of Vauxhall Motors to suspend their dealers' resale price maintenance clause and to offer a special bonus to compensate them for any price cuts found necessary to clear the stocks of Vauxhall models which had accumulated in embarrassing proportions in showrooms up and down the country. This overstocking was due to a number of factors. Among them were the decline in Vauxhall sales in the U.S. resulting from the successful introduction of the American "compact" models; the "leak" that new Vauxhall models were on the way; a reduced home demand caused by the credit squeeze; and (ironically) Vauxhall Motors' freedom from labour troubles, which has meant uninterrupted large-scale production.

Many motorists—including Vauxhall owners—are saying it would have been better had the manufacturers themselves cut the retail price of their cars instead of leaving it to their dealers to engage in an undignified free-for-all. But executives of the Luton firm with whom I discussed this point assured me that most of their dealers had previously expressed a preference for the method recently adopted. They also stated that their suspension of the price maintenance clause was by no means the first time this action has been taken in the British motor industry since the war. It has apparently also been taken by a number of other big firms, the main difference being that on previous occasions the move did not attract so much publicity.

Anyhow, it looks as if the Vauxhall stocks have been cleared in plenty of time to give the new and more attractive models a good start and a clear run. The new 2,651-c.c. 6-cylinder engine of the Velox and Cresta will make this good-looking car an even better proposition to motorists looking for a six-seater with plenty of punch. It has a slightly higher compression ratio than the 2,262-c.c. unit it replaces and develops 113 b.h.p. at 4,800 r.p.m. compared with 82·5 b.h.p. at 4,400 r.p.m. in the old version. This increase of more than 30 b.h.p. has been gained with a rise of only 50 lb. in the car's overall weight, so the power-to-weight ratio has been substantially improved. I have not yet had a chance of trying out the new Vauxhalls but I understand the top speed of the Velox and Cresta has been boosted from about 90 m.p.h. to more than 95 and that acceleration and top-gear performance show a comparable advance.

Another important change in the 6-cylinder models is the provision at the front of brakes of 10-in. diameter (instead of 9 ins.) to match the stepped-up performance. The new 6-cylinder Vauxhalls also have a larger clutch, stronger front springs, a higher axle ratio, larger wheels (14 instead of 13 inches), and sealed beam headlamps. I welcome the disappearance of the excessively large oval-shaped rear lamps and their replacement by a much neater cluster. Both Velox and Cresta have a new instrument panel with a linear-scale speedometer incorporating this unusual feature: as the pointer moves from left to right its colour is green up to 30 m.p.h., amber between 30 and 60 and red above 60.

The present range of 6-cylinder Vauxhalls—known to the technically-minded as the PA series—first appeared in October 1957. A year ago they were given a bigger rear window and a new radiator grille. The bigger engine and other improvements are offered without any price change. The Velox saloon costs £929 and the Cresta £1,014. Friary estate car versions are still available at £1,222 and £1,309 respectively.

The new Vauxhall Velox has an improved and more powerful six-cylinder engine

Now let us take a look at the new Victor, 330,000 of which have been built since the model was first announced in February 1957. They have made further welcome improvements to the appearance of a saloon that is unlikely to have taken many prizes in styling competitions. The biggest change is the provision of a bigger rear window. It has an area of 6 sq. ft.—18 per cent. bigger than before—and apart from making parking easier and the car's interior lighter, it has made possible a higher mounting for a larger driving mirror. This eliminates an irritating blind spot. The new front end has horizontal slats instead of a mesh grille, the new heavy-duty main engine bearings are claimed to be in tune with the "Motorway Age" and you can now close the boot lid without necessarily locking it. Price of the two cheapest Victor models—the Standard and the Super—have gone up by £7 each, including tax, and now stand at £724 and £759 respectively.

Cells have been very much in the motoring news lately; not the kind in which drivers might find themselves unless they were very careful, but those used to produce energy for propulsion. Shell announced that scientists at their research centre at Thornton, Cheshire, had evolved a new type of fuel cell capable of producing at least five times as much power for its size as any other known fuel cell. One of its big advantages is that it operates at low temperature and is capable of starting at 25 deg. Centigrade, whereas most of the fuel cells designed to date operate at temperatures as high as 500 deg. Centigrade. This suggests that the Thornton Cell may have a special application in the world of motoring.

Fuel cells convert the energy of orthodox fuels directly into electricity. This has great advantages over the use of fuel in internal combustion engines to produce current by driving generators. The Thornton Cell uses hydrogen as its fuel. Oxygen has been employed for the process of combustion but it is suggested that eventually it will be possible to use air for this purpose.

If successful, a fuel cell of this kind could produce a motoring revolution, but there is still a long way to go. In the event of its proving as inexpensive a source of power as gas turbines, petrol engines and diesel units, it would have a number of advantages, including quietness and cleanliness (including exhaust). One of the problems yet to be solved before fuel cells can be a practical proposition for car propulsion is the heaviness of electrical storage batteries as we know them to-day.

Another kind of cell whose potential value to motoring has lately been extolled in Britain is the solar cell of the type used to power the transmitting equipment in space satellites. An American scientist, Dr. Charles Escoffery, brought to London for demonstration a car which he claimed to be the world's first sun-powered road vehicle. It was an old electric car—a 1912 Baker—on whose roof Dr. Escoffery had mounted a device of his own design to capture the heat of the sun and convert it into electrical energy for storage in the car's batteries. This contraption, which he has named the Solar King, contains more than 10,000 silicon solar cells. They are mounted in a movable panel measuring 26 sq. ft. "The sunlight," I was told, "energises electrons in the cells, which are wired together in a circuit, and puts them to work charging the car's 72-volt battery system."

Briefly . . . The 1½-litre 3-speed Metropolitan two-seater, built by the British Motor Corporation for American Motors since 1954, is available again in Britain (hardtop £707, convertible £732 inc. tax). The controversial, after-you-get-there mountain test is to be cut out of the programme for next January's Monte Carlo Rally, which will have tough special sections to find a winner "on the road" and a speed test round the Monaco Grand Prix circuit to decide ties. . . .

Vacuum machines at garages and filling stations to clean the inside of customers' cars are on the way. A sixpence-in-the-slot device has already been announced. Now the Air-O-Flow compressed-air machine, used extensively in car and aircraft factories, is being adapted for this purpose. . . . For 32s. 6d. motorists can buy the Continental car aerial, designed specially for use in conjunction with transistor portable sets. The 30-in. stainless steel rod is clipped neatly to the roof. . . .

Here 's a tip for motorists touring abroad: Dudley Noble Publications offer for 2s. post free a "foreign touring companion" in which you can keep a record of motoring holidays. It contains conversion charts, details of conversion rates and mountain passes, a multilingual dictionary of motoring terms—and even a "Don't forget" list. . . .

At Manton Lane in Bedford, the first major section in Texas Instruments Ltd.'s development programme is a three storey-office block surrounded on all sides by the manufacturing area. This part of the factory has a graceful roof, made of hyperbolic paraboloid concrete shells. Because of the double curvature of this geometric shape, the units have great stiffness and a natural resistance to buckling. The side-walls, 18 ft. high, are to be of aluminium window walling. Each of the roof shells stands free of its neighbour and the 3 ft. 6in. gaps between may be used to provide continuous roof skylights. The main building is for the manufacture of semi-conductor devices, including transistors. Tarmac Civil Engineering Ltd. are the main contractors for the project, and the consulting engineers are Oscar Faber and Partners

NEW SHAPES

A 1,750-ton walking dragline has been installed by Stewarts and Lloyds Minerals Limited at their Cowthick ironstone quarry near Corby in Northamptonshire. One of the biggest in the world, the dragline travels at over two yards a minute on its two 57-ton feet, which are 48 ft. long and 9 ft. broad. The manufacture of the £750,000 machine began at Ransome and Rapiers Limited in 1957. Its 303-ft.-long jib, designed and built by Tubewrights Limited, in co-operation with Ransome and Rapiers, is constructed of tubular steel welded throughout. In the working position the jib height is 185 ft. above the ground. The 22-cubic-yard bucket digs up approximately 33 tons a fill. The gigantic new dragline has a slightly longer boom than Stewarts and Lloyds' other walking dragline in the Corby area. This was also made entirely in Britain and came into operation in 1951 when it was the largest in the world

The new Harlow Town station, built in glass and concrete, was opened recently, the first to be constructed in Britain specifically to meet the needs of one of the new towns round London. With the increase in population, new facilities became necessary—in November electrified services are to be introduced between Bishop's Stortford and Liverpool Street. The new station is spacious, well lit and heated throughout. There is a glass-walled booking hall, 300-yard-long platforms and a waiting-room situated on an enclosed bridge spanning the station. The main contractors were W. and C. French Ltd., the work being carried out under the general direction of the British Railways, Eastern Region, Chief Civil Engineer, Mr. A. K. Terris

Quincentenary of Henry the Navigator—the *Sagres*, of the Portuguese Navy School, sails up the Tagus to join the fleets for the naval review at Sagres

CELEBRATIONS IN PORTUGAL

This year Portugal is commemorating the fifth centenary of one of the most important figures in the growth of world-wide navigation and trading. Henry the Navigator's father was John the first of Portugal and his mother a daughter of John of Gaunt. During a large part of the fifteenth century Prince Henry sent his sailors on voyages of discovery, opening up the west coast of Africa, the Cape Verde Islands and the Azores. He made his home at Sagres, founding an early form of a college of navigation. Last week, during the commemorations which are taking place in many parts of Portugal, a naval review was held off Sagres, the ships taking part coming from many countries. A distinguished visitor to Portugal for the celebrations was Dr. Kubitschek, the President of Brazil, who arrived by air in Lisbon just before the naval review. Among the memorials to commemorate the quincentenary is the Monument of Discoveries erected at Belem, by the Tagus, from which Prince Henry's sailing vessels and caravels set off on their voyages. The celebrations, which started on March 4, the anniversary of Prince Henry's birth, will continue until November 13, the anniversary of his death.

President Kubitschek of Brazil shakes hands on arriving in Lisbon

The Monument of Discoveries at Belem, Lisbon

TRAVEL

SEEKING THE SUN IN WINTER

A Special Section by GORDON COOPER

By sea or air to the Caribbean and South America

If you travel 4,000 miles across the Atlantic to the Caribbean you may well want to see as much of the West Indies as possible. These beautiful islands are strung in a wide arc like a necklace across the throat of the Caribbean. On the other hand, you may prefer a lazing holiday on one or other of the islands.

For those who like a winter cruise on luxury ships around the West Indies, there are two opportunities: by the French Line, with departures from Southampton on January 7 and 24, February 14 and March 2. Each voyage takes about a month and visits are made to eleven countries—Spain, Guadeloupe, Martinique, Barbados, Trinidad, Venezuela, Curaçao, Jamaica, Haiti, Puerto Rico and Portugal. With shore excursions, you can get a general impression of several islands. Then, on a sailing from Southampton on February 5, there is more time spent in the principal ports and a special call is made at Grenada. This voyage, too, lasts a month. Fares on these cruises are from £221 first class, and while there is a cheaper cabin class I do not think it would appeal generally.

Another luxury winter cruise to the Caribbean is offered on the *Andes* of the Royal Mail Line sailing from Southampton on January 10, with calls at Las Palmas, Barbados, Grenada, Jamaica, Port Everglades (Florida), Vera Cruz (Mexico), Cartagena (Colombia), Antigua, St. Lucia, Trinidad, and Tangier. The fare is from £495 on this air-conditioned ship, in which every cabin has its own bath or shower, and lavatory.

If the prices for either of these two cruises are too high, then I can suggest a round trip on a comfortable 9,000-ton Italian liner, whose itinerary includes Corunna, Vigo, Lisbon, Canaries, Trinidad, Venezuela, Curaçao, Jamaica, Dominican Republic, St. Kitts, Montserrat, and Antigua; the four/five weeks' round voyage has inclusive fares from £202. There is also a shorter voyage on a French freighter (carrying six to twelve passengers) direct to Martinique and Guadeloupe, the fare being £155 to £175. For further particulars of these last two sea tours, apply to Informal Travels (45, Queensway, London, W.2).

Travel by air (B.O.A.C.) is, of course, much quicker than by sea, and it is possible to have a fifteen-day holiday (inclusive, with air travel) at Jamaica from £213, and a twenty-two-day holiday at Barbados, Trinidad and Tobago from £234; while a combined twenty-two-day holiday on Trinidad and Tobago ranges from £255. Further particulars from Cooks.

Should you wish to make your own arrangements, then I suggest you get in touch with Lairdways (198, Sloane Street, S.W.1). This firm, for instance, which specialises in West Indian holidays, can provide you with a furnished house in certain resorts, the cost of which works out considerably cheaper than staying in an hotel. In the case of the latter, you must reckon on about £10 a day (full pension) in Jamaica, and £4 a day in Barbados and Tobago. I regret to say that Tobago, a veritable " Robinson Crusoe " island, has now been discovered by American visitors, with the result that costs tend to rise. So, for the thrift-traveller, I recommend either Dominica or Antigua, where daily pension rates are about 65s.; but, naturally, don't expect to find the same social and other activities as in the better known islands.

For the adventurous, I offer an island hopping scheme. British West Indian Airways allow you to take a ticket to the island which is furthest from your starting point, and break your journey wherever, and as often as, you please. This can save you a considerable amount of money. You could make a start at Jamaica, after flying out there from England, and you should try and find time for at least a couple of days there; then make your first air hop to the Leeward Islands (Antigua and St. Kitts), where you will find glorious beaches. The island hopping plane now flies south, on to the Windward Isles. St. Lucia and Grenada can both be visited; the beaches are superb, and there is a reasonable choice of hotels. The final hop brings you to the sister islands of Trinidad and Tobago, and from the former there are B.O.A.C. flights back to England.

While neither Bermuda nor the Bahamas is part of the Caribbean area, yet both can be quickly reached by air—both B.O.A.C. and Eagle Airways provide services to Bermuda. They are both delightful holiday retreats, and there's plenty to do. You can, incidentally, travel outwards to Bermuda on January 9 by Cunard Line steamer, returning on another ship of this line on either March 5 or April 2. This gives you a sixty-three-day or a ninety-three-day holiday. The inclusive charges (Cooks) range from £357.

In connection with South America, there is once again the popular, sixty-day cruise which takes you a 1,000 miles up the mighty River Amazon on ships of the Booth Line. Fares are from £325. Also to be noted for those wishing to visit South America are the round voyages by Royal Mail Lines and Blue Star Line to the East Coast, and by the Pacific Steam Navigation Company to the West Coast. Passengers can generally use the ship as an hotel when in port, and there is the opportunity to journey out one way, make the interesting railway journey across the Andes and then return home by the opposite route.

(*Further articles on pages 288 and 290*)

Bacolet beach on the island of Tobago

TRAVEL IN WINTER

WHERE TO GO IN EUROPE

Dancers in Las Palmas in the Canary Islands

Not everyone has the time and possibly the money to take a winter holiday in those far-away lands and islands where sunshine is a certainty. Nearer home, then, I offer some suggestions; but please note that, even in the popular Mediterranean resorts, you can never be certain of sunshine, so make sure you choose an hotel which guarantees interior warmth and take warm clothing. I still retain rather grim memories of a winter spent in Sicily and Southern Italy, where, after dark, the only warm spot was my bed with a hot brick wrapped in sacking to keep my feet warm. There was snow almost everywhere in the surrounding countryside.

Over a century ago, two highly popular towns with English visitors during the winter months were Montpellier and Leghorn. The former place was often chosen as a retreat by doctors for their consumptive patients; and John Locke resided there from 1675 to 1679, on account of his asthma. Yet, although the sky is often clear, its atmosphere is filled with dust and the glare is painful to the eyes. I would, prefer to stay in Perpignan, a most interesting old city which offers a better climate.

As for Leghorn, with its interesting but rather neglected British Cemetery (the tombstones dating from 1594, and one covering the remains of Smollett), it is hardly to be recommended to-day, for this important port is mainly a commercial centre. Nearby, however, is the lovely, sheltered resort of Castiglioncello, with an incredibly beautiful seaside promenade meandering through rockeries, gardens and seascape. The Pension Guerrini can be especially recommended, particularly for older people wanting a restful holiday. Inclusive bookings can be made through the Erna Low Travel Service (47, Old Brompton Road, S.W.7), who also specialise in other winter resorts, including Taormina and Lerici.

Taormina hardly requires my commendation, while Lerici, with its imposing castle crowning the headland, has had its praises sung by many poets, not least being Dante. Along this pleasing Riviera di Levante I would also wish to recommend a pleasant pension at Sori run by an Englishman (Mr. Gye, Le Rondini, Sori) and the sheltered resort of Nervi, with its mild climate and its luxurious parks and gardens; it is also conveniently placed for excursions to Genoa, one of my favourite Italian art cities.

In Spain, Alicante, which has good hotels, would be my own first choice, although it might be too quiet a place for some. It is the driest spot on the Spanish Mediterranean coast. Other recommendations include the Hotel Reina Cristina in Algeciras and the Hostal de la Gavina in S'Agaro on the Costa Brava (where Mr. Selwyn Lloyd spends his holidays). But both these latter places can have spells of unpleasant weather. Then there is Seville, which is particularly pleasant during the winter months, while nearby Cordova has a peculiar attraction for me.

Across the frontier, in Portugal, Praia da Rocha can be strongly recommended, with comfortable bathing feasible in most winter months. Incidentally, for those who wish to explore the Algarve Coast, there are now some new hotels: at Lagos (Turismo), Sagres (a Pousada), and Monte Gordo (Vasco da Gama), close to the Spanish border. There are two new hotels in Estoril—the Cibra and the Londres; and for real luxury I suggest the Setais, in Sintra, where the climatic conditions are exceptionally mild.

On the Côte d'Azur, many of the resorts now practically close down in the winter, but Cannes, Nice and Monaco carry on a lively programme of attractions and entertainments. For those content with quieter spots, I suggest Bormes-les-Mimosas, Beaulieu, Grasse, and Menton are suitable.

In winter one always associates Switzerland with winter sports, and in any case very often a ski-ing resort is an excellent place for sunshine as well as for organised entertainments. Gstaad would be my first choice, while the lakeside resorts of Lugano, Locarno and nearby Ascona can also be recommended.

Along the Dalmatian coast, Hvar, calling itself (justifiably) the " Madeira of the Adriatic," has a remarkably mild climate and offers interest for visitors; and Dubrovnik can also be considered for winter sunshine. Then, last winter, I found myself in Athens where there was glorious sunshine. Athens is a good place in which to stay, while further afield there is the delightful island of Rhodes. Flair Holidays (164, Piccadilly, W.1) have organised ten-day air cruises to Athens, Rhodes and Crete, with various optional excursions at each of these places; and the inclusive cost is only 79 guineas. This same agent has also another ten-day air cruise which takes in Tunis, Cairo, Beirut and Athens; the inclusive cost is 99 guineas—a real travel bargain.

Wings (48, Park Road, N.W.1) is another firm I can recommend which conducts somewhat similar, but rather more extensive tours, for they have a twenty-day luxury air cruise to North Africa, the Holy Land, Lebanon, Cairo and Luxor, Syria, Rhodes, Jordan, etc. In Jordan there is an opportunity to visit the remarkable ruins at Petra. The tour charge is 154 guineas. Wings, as well as other firms, run special chartered air flights to the Canaries, and the inclusive cost of a fortnight's holiday at Puerto de la Cruz on Tenerife is 74 guineas.

Another suggestion for those who wish to visit these " Islands of Eternal Spring " is to make the round cruise on that excellent ship, the *Arkadia* (Greek Line), which allows you, if you wish, to make a stop-over stay at one or other of the ports of call: Funchal, Las Palmas, Tenerife. Three other short cruises in these waters are by the *Batory*, the *Andes* (Royal Mail Line), and the *Hanseatic* (Hamburg Atlantic Line). The *Andes* sails from Southampton on an eighteen-day cruise; the *Batory*, on December 24, for a fourteen-day cruise; and the *Hanseatic*, on December 29, for a twelve-day cruise.

Some interesting cruises in the Mediterranean are the annual luxury cruise by the *Olympia* (Greek Line), taking fifty days and calling at nineteen ports; a nineteen-day luxury voyage around the Levant calling at seventeen ports—particulars from Informal Travels (45, Queensway, W.2)—and a twenty-day round trip, costing £153, from Marseilles, calling at Italian, Greek, Lebanese and Egyptian ports —with two nights in Cairo; particulars from Oceanways (23, Haymarket, S.W.1). This last-named firm, by the way, also offers a four-week holiday at Phaleron Bay for £138, travel being by air, and there is the opportunity of devoting one of the weeks to a holiday on Rhodes at the Hotel des Roses.

A final " Chef's Suggestion ": a holiday beside the Lake of Galilee at Tiberias, staying at the comfortable Hotel Galei Kinnereth.

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TRAVEL IN WINTER

VOYAGING FAR FROM HOME

Catamarans at Negombo in Ceylon

Now that there are virtually no currency restrictions, you can go practically where you like in the world. So if you are thinking of a holiday far away from home, perhaps the suggestions I have to offer may help you. There is no difficulty at all in making the necessary arrangements, for there are several good specialist travel agents who can fix things up for you without a hitch. While only two or three years ago there was often difficulty in getting a booking on a ship at short notice conditions to-day are much easier in most cases. But it is just as well, especially in the matter of selection of cabins, to think well ahead.

If time is limited and you wish to get to your destination by air in the shortest possible time, then I recommend Cooks and Milbanke Travel (164, Piccadilly, W.1) as being firms who can get you fixed up to your satisfaction. For sea voyages, there is also Cooks, as well as Informal Travels (45, Queensway, W.2), Stelp and Leighton (9-13, Fenchurch Buildings, E.C.3), Bowerman Shipping Ltd. (28, Ely Place, E.C.1), and Western Shipping and Air Travel Ltd. (39, Jermyn Street, S.W.1).

Undoubtedly, the best trip of all is one which takes you round the world; and although this is best done in one's youth when adventure calls and comfort is not nearly as important as expense, yet older people will surely enjoy such a holiday. For those in a hurry then there are two opportunities for going by air, either *via* the Northern Hemisphere or by the Southern, which is the warmest route in our winter. The first itinerary occupies sixty days, and for £866 (inclusive fare) you visit India, Thailand, Singapore, Hong Kong, Japan, Hawaii, and the U.S.A. The second air journey (also sixty days' duration) takes you to India, Thailand, Singapore, Australia, New Zealand, Hawaii, and the U.S.A. Frankly, a round-the-world trip which does not allow time in Bangkok for a visit to Angkor Wat, perhaps the greatest man-made wonder in the world, seems to me to be unsatisfying—but then when I went on this long journey it lasted for more than a year. I was not in a hurry.

For a *complete* rest I would certainly recommend going by sea. You have the choice of travelling either on British liners (enquire from Cooks) or by a Dutch luxury air-conditioned liner (Informal Travels); the itinerary in each case is much the same—Colombo, Australia, New Zealand, across the Pacific, with calls at Fiji, Samoa and Honolulu in the case of Cooks itinerary, thence across the U.S.A.; while the Informal Travels tour takes you through the Panama Canal to Miami and Bermuda. The two voyages each occupy about two months, and the first-named costs £700, the second from £420.

For those who have sixteen weeks to spare, then a tour by sea to either Australia or New Zealand would not only enable them to enjoy a summer climate but provide much better opportunities to see either of these countries reasonably well. The inclusive charge in either case would be around £900 on an escorted tour. There are variations which could be made for such a journey, including a stay in Ceylon. This enchanting island could also be made the main goal of a winter holiday. Travelling by air, this could be accomplished in just over a fortnight, while if you would prefer to visit India, allow seven weeks if travelling by air, or three months if going by sea. In addition to Cooks, the American Express (6, Haymarket, S.W.1) and Cox and Kings (15, Charles II Street, S.W.1) organise tours to both these countries; and the India Tourist Office (28, Cockspur Street, S.W.1) can supply you with brochures to tempt your wanderlust, as well as dealing with any query.

I referred to the tourist appeal of Angkor, and for those who would like to go there I suggest a ninety-day trip by excellent Danish vessels to Bangkok, where up to fourteen days are spent, which would easily allow for this wonderful excursion. A cabin, with bath, costs £440. Informal Travels can supply details. This same firm also offers an attractive opportunity to see the infrequently visited Indian Ocean islands, including Madagascar, Mauritius and Réunion. The duration of the voyage, which is by modern French ships, is three to four months, and the inclusive cost is about £350. Worth noting is the very good cuisine on these ships; only a few first-class passengers are carried in porthole cabins, with private shower and bath.

Unfortunately, no longer do Dutch ships call at Indonesian ports, so if you wish to visit this warm and fascinating part of the Far East, including the delectable Bali, you must travel out on German, Swedish or Blue Funnel ships. The Nederland Line (U.K. agents: D. H. Drakeford, 60, Haymarket, S.W.1) do, however, visit Borneo and the Philippine Islands, calling at such exotically named ports as Cebu and Ilo-Ilo. The round voyage is made on cargo vessels, which are extremely roomy and comfortable. There are many other opportunities for holidays on cargo ships, and by perusing the brochures of the various specialist travel agents you may find some special part of the world to visit.

Last week I wrote about a winter sunshine holiday in Uganda, so now I will merely repeat that Horizon Holidays (17, Hanover Street, W.1) offer an attractive inclusive tour (fourteen days at £235) to this paradise of wild game and a land which has justly been called the " Pearl of Africa."

Finally, a late holiday for hôteliers: the Bergen Line's *Venus* is making a last autumnal voyage on October 21 to Madeira, the return trip on a three weeks' holiday being by the Union Castle *Edinburgh Castle*, leaving Funchal on November 7. Special entertainments are being arranged for those taking part.

INFORMATION ABOUT WINTER TRAVEL SERVICES

Here is early advice of a new train for winter sports enthusiasts, called the " Alpen Rose," which will run between Calais and Schwarzach and Coire from December 16, 1960, to January 15, 1961, daily, and on Thursdays, Fridays and Saturdays from January 19 to March 11, 1961. First- and second-class sleepers and second-class couchettes will be available. You can leave Victoria at ten o'clock in the morning and arrive at St. Moritz at 10.43 a.m. the next day. The daily afternoon service from London has been re-timed. Departures will be at 2.30 p.m. and arrival in Davos, for example, will be at 11.42 a.m. the following day, or at Kitzbuhel at 3.8 p.m.

It is not generally known that passengers can sleep on board the steamer at Stranraer on the Larne service from 10 p.m. until arrival in Northern Ireland the next day. This saves staying the night in an hotel in Stranraer. Of course, this does not affect passengers travelling on the overnight mail train from London.

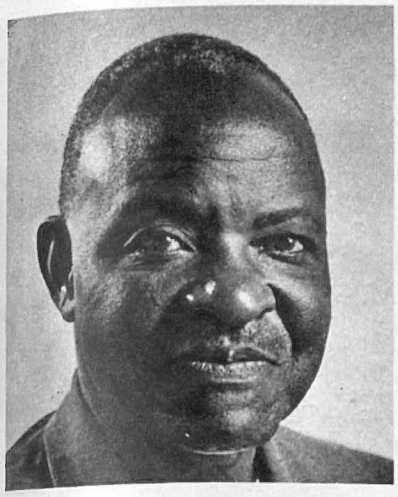
There are still a few cabins left on the Royal Mail Line *Andes* cruise to the West Indies, sailing on Monday, November 7, from Southampton; prices range from £350 upwards per person.

This winter it should be possible to fly to the Canary Isles and spend a fortnight's holiday at Puerto de la Cruz, in Tenerife, for as little as 87 guineas. It is hoped that B.E.A. will be able to run a special Viscount service on behalf of one leading travel agent, on Fridays, December 16 and 30, 1960, and on January 13, 27, February 10 and 24, March 10 and 24, April 7 and 21 in 1961. These arrangements, however, are still subject to Government approval.

Guatemala, which has long been a favourite holiday rendezvous for Americans, is now likely to see British tourists. A three-week-tour has been arranged, offering a stay in New York, Mexico City, and seven days in Guatemala, visiting such places as Lake Aititlan, Quetzaltenango, and Chichicasenango, an Indian town where life goes on in exactly the same way as it has done for hundreds of years. Travelling by air, and including all accommodation as well as sightseeing, the price asked is £416.

Japan has come into the picture, although a trifle expensively. A twenty-four-day holiday there, travelling by economy air services, but including good hotel accommodation and sightseeing, is priced at £667 10s. It would be cheaper to go on an inclusive twenty-nine-day holiday to Singapore and Hong Kong. For that only £375 is charged, again travelling by economy air services.

W. D. C. C.



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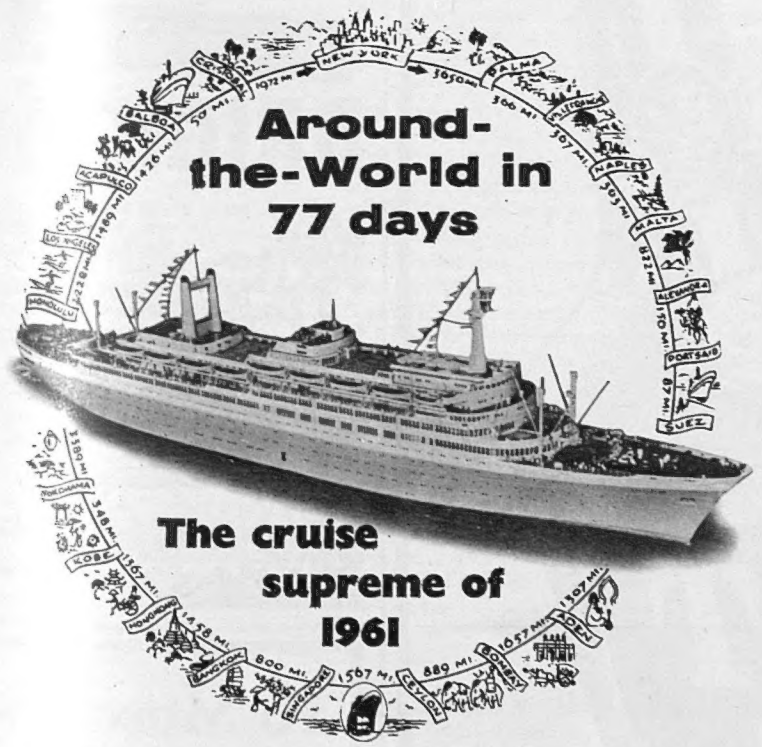

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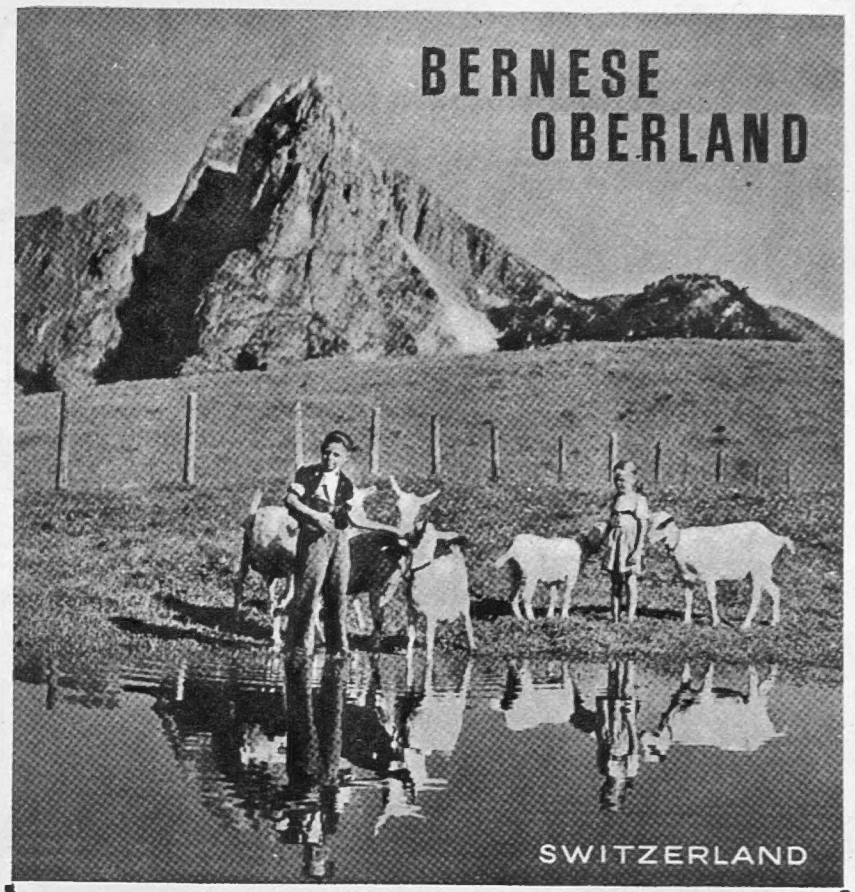

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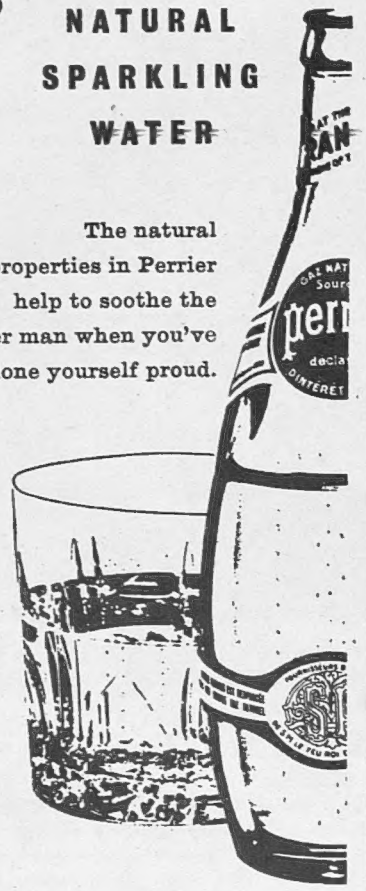

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August 22

MICHAEL JOSEPH

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

THE ISLE OF WIGHT or, as John Speed, the cartographer, referred to it, The Wight Island, is a terrain of infinite charm if you but choose the right season and the right spot.

Twenty miles long, twelve miles broad at its widest point, sixty miles in circumference, it has something to offer all ages and all tastes at all seasons of the year. Climatically it cannot be bettered in Britain. Sandown, Shanklin and Ventnor are always at the top of the form as regards sunshine, and if the wind blows on one side of the island and you want to evade it you just hop into a car and go to that day's sheltered side. It is as easy as that! Even in the height of the holiday season it is easy to escape from the throng.

If you were to ask me for an hotel in Sandown I would go nap every time on the *Royal Cliff Hotel* which, as its name suggests, stands on the cliff face in its own grounds above the town and, being well set back from the Sandown/Shanklin main road one enjoys a grandstand secluded vantage point.

Admirably run by the resident owners, Mr. and Mrs. P. H. Carter; they are indefatigable in providing for their visitors' enjoyment. Repeat visits point to satisfied customers and I am sure that you could not find more congenial quarters and better value in this sun-blest resort. The *Royal Cliff* is licensed to residents and is open each year from mid-March to mid-October.

In nearby Shanklin I have two sound recommendations free from the milling throng, *Medehamstede* and *Shanklin Towers*. Whichever you may elect to stay at you will find the personal interest of resident owners with some thirty years of accumulative goodwill. At *Medehamstede*, under the personal direction of Mr. and Mrs. C. G. Crawley, there are sixty-five bedrooms, all modernly appointed, and everything is laid on for holiday enjoyment.

Situated but a minute's walk from Shanklin Lift, which transports visitors to the sands and sea, *Medehamstede* is well positioned for all ages. Open Easter to end of September.

Shanklin Towers, my other choice, lies tucked away behind the theatre with sands, sea and shops easily accessible. With three acres of ground, including a tennis court, billiard room and games room, this hotel, which for generations has been in the hands of the Gould family, is still, like *Medehamstede*, one of the premier family hotels of the Island, with fifty-three bedrooms, three with private bath. Open May to end of September.

Those who visit the Island in spring and autumn, often quite the nicest seasons, may wonder why some of the Island hotels do not open earlier, shut later or remain open all the year. A special credit mark to *The Royal Hotel*, Ventnor, a Trust House which never shuts.

I am penning this in Room No. 22, overlooking the hotel's colourful garden and the sea beyond—field-glasses are by my side for at any moment some outward-bound liner may cross my path of vision. Looking around me I note the Trust House completeness of the room—supremely comfortable beds, central heating for winter days, a wardrobe capacious enough to take a complete wardrobe for two and, as a final joy, a private bathroom, fully furnished. This *Royal* might well be borne in mind for winter residence.

Travelling westward from Ventnor one comes to Freshwater Bay and a growing residential area centred on Freshwater village.

Here, sheltered by stately specimen trees, stands *Farringford Hotel*, once the home of Lord Tennyson and still containing momentoes of his habitat. The present owners, Farringford Hotels Ltd., under the virile direction of their resident manager, Mr. D. Keener, are not only fostering the restful contentment of this shrine of poetry but, by increasing the number of bedrooms with private bathrooms, modernising kitchens and fortifying their cellars with the largest selection of vintage and young wines in the Island, aim at attracting an increasing quota of discerning visitors and Island residents at all seasons of the year.

One hotel that both Island visitors and residents should visit if they have an eye for loveliness, an epicurean taste and a nose for the grape, is *Peacock Vane*, in Lower Bonchurch, a charming house furnished with great taste by Mr. and Mrs. A. L. Wolfenden. Here only those of great discernment are encouraged. Although there are eleven bedrooms, everything revolves around Mrs. Wolfenden's kitchen and her husband's cellar. Because fine food and wine need preparation, table reservations must be made ahead. The telephone number—Ventnor 19—is the prelude to many a memorable occasion.

West Wight, which comprises that section of the Island which embraces Freshwater, Totland Bay and Yarmouth, has a charm of its own, so should you feel like visiting the Island this autumn, I would suggest, other than *Farringford, Hill House Hotel and Sentry Mead Hotel* at Totland Bay.

The former has for many years had the same owners and has blossomed from an unlicensed family hotel to a licensed one, though for residents only, and so will broaden its clientele without spoiling its family characteristics. One of the few family hotels open all the year, *Hill House* has always had a good quota of all-the-year-round business.

Sentry Mead is a small, fourteen-bedroom hotel delightfully informal and friendly, and during the short season—it is open mid-May to October—Major and Mrs. K. L. Oliver all but work the clock round in looking after their resident and non-resident clientele. The latter are attracted to the convivial buttery bar which Major Oliver personally presides over. Here and in the hotel restaurant one can make choice from grills, scampi, lobsters, prawns and a variety of sandwiches.

During our recent visit in early July we revisited that charming village which we recall from childhood days, Bembridge. True, it has grown, yet it is still relatively unspoilt. Here we discovered a country-house hotel tucked away in surrounds of lawns, flower, fruit and vegetable gardens, namely the *Elms*, which is very personally run by the resident owners, Mr. and Mrs. Miller. Though licensed with a small bar, the emphasis was on appetising home fare, a friendly atmosphere and a restful environment.

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